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A VICTORY FOR COLUMBIA.

SCENES ON THE ROAD AND AT THE LAKE.

A BEAUTIFUL MORNING FOR THE RACE—THE THRONG NOT SO GREAT AS ON PREVIOUS DAYS—EXCITEMENT ON THE GRAND STAND—THE EXULTANT NEW-YORKERS—SCENES AND INCIDENTS.

From Our Own Correspondent.

SARATOGA, Saturday, July 18, 1874.

The morning of Saturday was most beautiful. There was hardly a breath of air stirring, and all the hints that could be gathered from the weatherwise and from barometers favored the supposition that it would continue as calm until noon. There was, therefore, every reason to believe that the race would be rowed as nearly at the appointed time as possible. This had been fixed for 10 o'clock, subject to the call of the referee, Mr. William Wood, whose sole fiat would determine whether the men were to row or to remain in their boat-houses. And yet, in spite of the improved condition of the weather, so greatly was the public confidence shaken that the demand for hacks fell off enormously. There was rather an increased rush for good teams, because the greater number of the spectators were so evidently reduced that many persons determined to have the pleasure of driving through the cool morning air along the picturesque road. That the public should mistrust the management was inevitable, and yet it was illogical and greatly to be regretted—the former because the management had been taken from the blundering, vacillating committee of three chosen from three universities and vested solely in the person of Mr. William Wood, the referee; the latter because obviously there was every prospect of a most admirable race. Perhaps, however, the reason for the great falling off was that the ladies were tired out by the three days' exertion, and were in no humor to rise betimes, make a hasty toilet, swallow a scalding cup of coffee, and bundle themselves into a carriage the cushions of which had been steeped in dust for the past seventy-two hours. There was also a hop at Congress Hall and another at the Grand Union the night before, and the dancers were physically incapable of coming to time. Then again there were others who did not care to spend any more money on the matter. Though they had every confidence in the management and full faith in the weather, they were satisfied to sit on the comfortable piazzas and wear the colors of their favorites there. But the greatest falling off was in the crowd of pedestrians. They had almost entirely disappeared. The occupants of the carriages speeding swiftly to the lake were no longer afraid of driving over some luckless Yale or Cornell man whose enthusiasm for his Alma Mater was greater than his pecuniary resources.

Warned by the experiences of the past, those who bravely ventured to the race almost entirely deserted the grand stand, and sought more comfortable places in the grounds of Interlaken, or Henry Moon's, or his brother, C. S. Moon's, or in the old man Moon's. The Harvard men, as a general thing, shirked the University stand, and preferred to station themselves on the roof and at the upper windows of the Schuyler mansion, which was rented by their crew from John P. Conkling. So also the Wesleyans went to Abel's Grove, where there were pleasant shade trees, and where one could have a splendid view of the race without being blistered by the fierce sunlight. Perhaps the pleasantest place of all was at Harry Moon's, where, on the previous days, the President had occupied a pavilion built specially for him by the courteous proprietors of Congress Hall. Here were gathered many of the beauties of the Springs, who had tried all the favorite spots, and found them irksome as regarded seats and irritating as regarded complexions. It was funny to observe the smiles of recognition and congratulation which spread over many pretty visages as they met others who had sat near them and sweltered in the grand stand, and who, like themselves, had wisely abandoned fashion for comfort.

It was very evident by the appea ance of the grand stand half an hour before the time appointed for the start that public faith and interest had been considerably shaken by the postponements of the previous days, for although the weather was never more propitious nor the water smoother than they were this morning, still it cannot be denied that there was every likelihood of a similar *contretemps* to mar the fortunes of the Intercollegiate Rowing Association. As before, the weather was moderate at 8 o'clock, but a breeze sprang up. This was unfortunate, inasmuch as it might become necessary, at a moment's notice, for the referee to start the boats, and had he done so before 10 o'clock few persons could have witnessed the contest around which so many hopes and fears clustered, as there were not 500 people on the grand stand at 9:30. At that hour, however, the lake was as smooth as glass; but a gentle breeze was stirring. Every boat coming from the neighborhood of Snake Hill Point, before which the boats were in line at the proper time, brought word of the magnificent condition of the lake. These encouraging reports raised the hopes of the spectators already present, and they began to wish that they had succeeded in bringing their friends with them. There were so many who had spent two days under the fierce rays of the Midsummer sun, waiting for the race which did not come off, that hundreds would not go through the ordeal at this time.

About 9:45 the breeze died away, and the lake was level and calm as a mirror. Ladies and gentlemen began to arrive, but by their good-humored and listless manner evinced a strong feeling of incredulity as to the probability of the race being decided to-day. Many, in whimsical mood, offered and accepted bets on the wind, rough water and no race, &c. It was hot at this time, and the want of a covering to shield the patient watchers from the effects of the weather was very much felt. A breeze to cool the perspiring brows of the assemblage would have been grateful, but the longings for such a blessing were suppressed by the throng in its common desire to see the long-looked-for regatta. Every symptom of a breeze was regarded with suspicion, and harmless catspaws were positively anathematized. The hillside behind the stands was dotted with groups of college boys and ladies decked in their partisan streamers, sashes, veils, and rosettes, and the crowds on the stage and woodwork began to increase. In front of the spot boats occupied by pretty girls, self-constituted representatives of contesting crews glided to and fro upon the waters, observing all on shore—themselves objects of admiring scrutiny in turn, the college men on the beach greeting in their own peculiar manner the fair, and honoring their Alma Mater; and time was spent pleasantly in these friendly interchanges of partisanship. The stand was covered by the upraised umbrellas of the occupants, whose heads and faces were thus hidden from general view.

At 9:50 the report of the first gun was heard, and a cheer of gratification burst from the throats of the people. At this time the upper stand was only half full. There was not a soul on the lower. Soon after, however, these places began to fill up, and in less than twenty minutes there was not room for another person. It was noticeable to-day that the ladies were far less numerous at the grand stand than on either of the previous days. Those present made up in enthusiasm for the absentees, and were repaid for coming by the devotion of their partisans and the gallantry of the rest. At 10:15 a light breeze sprang up again, and a very active ripple was perceptible on the bosom of the lake. Still people continued to arrive, and the certainty of the race being run became momentarily more apparent. Commodore Brady by this time had taken his position on the signal station, and the man stood ready to hoist the flag when the boats started. At 10:26 the boom of the second gun was heard with delight, and telescopes, lorgnettes, and spy-glasses were leveled on Snake Hill Point. The merriment of the youth was hushed by their anxiety to hear the wished-for signal, and the boats obstructing the view of the course from the shore line at the foot of the grand stand were ordered out of the way. When at last the second gun had been fired, the people, in breathless anticipation, gave vent to no sound whatever, but with strained eyes toward the starting point at the far end of the lake, waited. The time of these gun-firings had been variously stated at the grand stand, as none of the watches seemed to agree; so that at this point it was not accurately known. The mean time may be thus called at this writing: First gun, 9:50; second, 10:26; third, 10:53½. This third gun was not heard by the folks at the grand stand for some reason or other, but the intimation that it had been fired once given, there was a general movement among the spectators, and every one arose. A moment later up went the American flag, the signal that the boats had started, and one short, sharp shout of joy issued from the multitude, and then the subdued buz of excited people followed. Every eye rested on the man at the signal halyard, whose duty it was to hoist the colors of the crew leading the race at the end of the first mile.

Bets were freely offered on every hand, the college men betting on their own boats, and the knowing ones hedging, or prepared to do so, as their judgment dictated. The favorite bet taken, and frequently offered, was the field against Harvard and Yale. The partisans of Columbia seemed to grow more numerous after the start, and there were hundreds of people who had not uttered a word one way or the other in the early part of the day, who now showed their preference for the New-York City boys, and pinned the avowal of their faith unmistakably by tendering even bets against all comers.

Now the flash of the feathering oars of approaching boats became visible, and the first mile was nearly made. Silence reigned around, and the suspense at this stage became almost insupportable.

Anybody on the road overlooking the stand would not have been conscious of the pressure of the crowd beneath, its excitement kept so quiet. But presently a movement was observed near the signal staff, and the hand of the man with his eyes fixed to the stationary glasses of observation was seen to move. He spoke, but his words were not audible to the spectators. Their purport was quickly made known, however, for a little blue and white flag fluttered from the mast-head, and a shriek of joy rent the air. Columbia was ahead. The adherents of the leaders sang and shouted their university slogan, C—O—L—U—M—B—I—A, letter by letter, in stentorian tones, and with fierce accompaniments of joyous demonstrations. Then ran up the Harvard flag; they were second, and not far behind. Kindred demonstrations followed, and the rivalry between the crews was emulated by their friends on shore. The excitement now knew no bounds, and there was great danger of some accidents happening to the platforms and seats. The boys not only shouted, but jumped and stamped, and even ladies shared the uncontrollable emotions of the hour, and were as enthusiastic as the most sanguine could desire. The next announcement of the positions of the boats was made amid an almost indescribable scene. Yale's burgee was at the mast-head this time, Columbia next, with Harvard third. It was unnecessary to get any of the rest, as the boats were now in sight, and the work of each told its own story. The Yale men were in the ascendant, but Columbia had become the favorite, and her friends made their battle-cry o'ertop all others. The betting at this time was wildly done by the enthusiasts, who became victims to the cool heads about them, ever ready to make the most of just such opportunities. Columbia was favorite, and deservedly so, for once more her flag floated above the rest, with Cornell just beneath in the second place.

I have never seen anything more exciting than the race at this point. The boats were just passing the grand stand, and their broadsides were presented to the spectators. Columbia led with grandeur, and the positions of the other boats were such as to warrant the faith of their friends in their prowess. The grand stand could not hold the boys any longer. They leaped from the benches to the beach, shrieking words of encouragement to the struggling oarsmen, on whose shining backs the fierce rays of the sun poured down. How they bent to their tasks and manfully strove for victory was seen by every one, and commanded the admiration of friend and foe. And when they neared the flag-boat with Columbia in advance the people of every sex and age could not stand still. They followed the boat's course along the marshy turf at a run, and reached the landing stage just in time to meet Columbia's prow as it touched. The crew leaped in the water, beached their boat, and fell into the arms of their college chums, who stood ready to receive them. Rees, the Captain of the boat, fainted, and was taken to the hotel on the shoulders of his friends.

When Rees fell the jubilant voices of his fellow students were hushed, and the crowd outside the group surrounding the fallen stroke pressed eagerly forward to learn what had happened. "Rees has fainted," "Our Captain has been overworked," passed from lip to lip, and in an instant the fortunes and vicissitudes of the recent contest were forgotten by most of the throng. Tenderly his brethren, four of the student Columbia men, raised him to their shoulders, and while his crew, their hardy bodies perspiring profusely, kept the anxious people away from him and his bearers, whose elegant summer gear was immediately stained by the water dripping from their precious burden, he was slowly borne up the rugged slope to the Lake Shore Hotel. The utmost consternation was depicted on the faces of those in his immediate vicinity, and they followed him in mute concern; while afar off on the eminence, road, beach, and wood patches, scores were chanting the pæans of victory and extolling the noble efforts of the man who was now as weak as a child, and wholly unable to help himself. It was whispered among the crowd by some of the sporting characters familiar with the effects of overexertion and training, that Rees "had gone stale," to use their professional explanation, and that serious consequences might result to the prostrated Captain, if he were not kept quiet and a physician instantly brought to his aid. This alarmed his friends, and, having taken him to a quiet room in the hotel, they placed special police to watch his door and prevent any one approaching him. Around the hotel the people flocked in vast numbers, asking eagerly if he was injured or likely to be seriously ill. All thought of the defeated boats was lost in the anxiety for the Captain of the winner. This kindly solicitude was shortly rewarded in the most gratifying manner by the appearance of Rees himself, much better able to walk and talk for himself. It is not too much to say no hero received more genuine demonstrations of popular interest in his welfare than did the Columbia's Captain when he stepped on the piazza. Cheer after cheer welcomed him, and ladies' scarfs of every hue, parasols, and lace kerchiefs waved him good-speed and warm congratulations from carriage, roadside, grass-plats, windows, and trees. Then, and not till then, did the fortunes of the other competitors seem to interest any part of the vast assemblage. Each faction sought its own crew, and inquired rigidly after the details of the race. Harvard claimed that it had been fouled by Yale, and Yale claimed that it had been fouled by Harvard. I am not entering here into the merits of the claims in any respect; that will be found below. I merely mention the claims to show the effect they had on the former occupants of the grand and collegiate stands, and especially the latter. The Harvard boys were very much annoyed, and considered that the accident sustained might have been avoided; but they appear to find comfort in the defeat of Yale, and certainly rejoiced at the victory having been from the other crews. These students, after the first sharp pang of their own disappointment passed off, greeted with shouts of hearty congratulation the Columbians whenever they met. As hearty responses were made by the Columbians, who, while delighted with their own success, found room for expression of generous, manly condolence with Harvard friends, who perfectly understood their honesty. The Wesleyans, whose crew claimed second place, began to circulate a report in effect that Columbia had taken their water once or twice unjustifiably. Discussions on all these charges were engaged in by everybody but the followers of Columbia, who, feeling confident of having won a righteous victory, could afford to treat the whole thing with magnanimity and moderation. They contented themselves with singing the songs of their set, and greeting every passer-by with the Columbia staccato spelling song. In different parts of the wood they were grouped, expending their excessive joy in this manner, and finally they united and sang with strengthening fervor, "Hail Columbia."

The people, not satisfied with hearing all about and having seen the race, went down to the water's edge and examined the boats, one of which—Yale—was found to have been injured. The comments passed here were too numerous to enumerate, and too questionably flattering to detail. Suffice to remark, in a general sort of way, that quite a good deal of unnecessary feeling found expression on the lake side slope, and, I am glad to hear, was left there afterward.

As quickly as the grand stand had been occupied, when the race was known to be an event sure to come off, so was it vacated. People hurried first to the landing-place, often ankle-deep in marsh-water; next to the hotel, with Rees; and, afterward, in search of their friends, who had become scattered in every direction. Nobody could find whom they wanted, and the great crowd was in the most delightful and seemingly inextricable confusion. Ladies sought their cavaliers in vain, and after wandering to and fro until they were completely bewildered, finally did what they should have done at first—stood still to be found. It is lamentable to relate that quite a number of young gentlemen, carried away by the universal excitement, almost forgot their fair charges, many of whom had to seek their vehicles alone. This was a task attended by no little danger to timid persons. The conveyances were drawn wheel to wheel, and head to head, in the narrow space outside the gateway which lead to the stand, and there was scarcely room to pass between them. The commotion occasioned among the horses, too, by the songs and shouts of the people, rendered proximity to the animals quite unpleasant. This state of things had every sign of long continuance; and, although there was not a soul present that did not respond naturally to some one of the rallying words and partisan sentiments, the older people began to feel the necessity for dispersing. Accordingly, by dint of perseverance, they got to their stages and wagons, and the homeward journey began.

Slow to follow this good example, the young men persuaded their sympathetic companions to remain until the defeated had told their sad stories, and the victors had been cheered and petted to satiety. Let me tell you that this was no child's play or gentle caressing. The nut-brown shoulders and brawny backs of the oarsmen smarted and resounded with the hearty adulatory slaps bestowed upon them by nervous and enthusiastic young men. Though many of the crew smiled in recognition of the warm impulses which dictated the action, they as often winced under the heavy hand of some young base-ball player or college athlete, whose slap was hard enough to knock down an ordinary man. Quite a number of the Columbias, in their delirium, embraced the same man simultaneously, and half choked him with the vigor of their muscular caresses. These friendly demonstrations, doubtless, were harder to bear, and surely more exhausting to the oarsmen than their recent efforts to win the race. The recipients worked their way quickly to the hotel, where they sought relief from the overpowering ordeal as soon as possible.

Wines of every brand bubbled and gurgled in the hotel bar-room after the first consequences of the race passed away, and eternal friendships and never-failing healths were pledged and repledged amid clinking glasses, songs of triumph, and a babel of jubilant sounds. The race had come off, and in every sense of the word it was a grand one. Even the defeated had to acknowledge that. Still there was one drawback to the general enjoyment which, though fully detailed elsewhere, deserves a word in this connection. It was the dispute as to who was entitled to third place, Yale or Harvard. Everybody on the ground had an opinion about this matter, and was not slow to express it. But none of them are worthy of special mention, inasmuch as they effected nothing, the world being compelled to abide by the decision of the judges, which was rendered later in the day.

But it was openly stated by hundreds that Yale and Harvard had been too intent on beating each other to do as well as they should have done in the regatta. How this could be true puzzles me to explain. I rather think that each had done as well as it could, and that Columbia's victory would have been just as complete had either of the above singled her out for special defeat. But the losers are always allowed an explanatory excuse, which generally begins with an *if*, so why should they be deprived of this consolation at the Saratoga Regatta? There was a vast deal of betting done on this last phase of the intercollegiate regatta, and quite as much obstinacy was displayed by the adherents of both as to which was third. The several champions, as usual, found plenty of dark-mustached gentlemen quite willing to bet and book on this as well as the original contest.

I think the unsophisticated occupants of this vantage ground have learned a harsh lesson in return for their practical loyalty. While I am on the theme of sharpers, I must say a word about the pests of public places—pickpockets. I was informed by an ex-member of the New-York Detective Police force that several members of the light-fingered brotherhood were scattered through the crowds, and were known to the Saratoga specials. Up to this time I have not heard any reports of heavy losses in the way of trinkets, purses, watches, or other valuables, but individual complaints could not have been heard over the hubbub and uproar of the season. To-morrow will furnish some news in this way no doubt.

The aquatic sports of the season were over at Saratoga so far as public interest in intercollegiate regattas was concerned, and there was no longer any excuse for remaining on the lake shore; wherefore the spectators cast a lingering glance at the placid waters of the now celebrated lake, and left them to be rough or smooth as the winds pleased. The boatmen, it was rumored, had already gone into Saratoga, the winners to be cheered and lionized, and all to be present at the judges' levee later in the day to hear the decisions. So the vehicles were once more set in motion, and in long lines clattered over the dusty road toward town. Flags decked the roofs of many, and others carried streamers from every side and corner. There was plenty of noise and boisterous exuberance; but not an unkind word or a churlish utterance was anywhere heard. The returning partisans were true to their colors, and those who were last displayed their fidelity and badges most conspicuously. By 1 o'clock every spectator had left this part of the lake shore, and none remained there except the men detailed to look after the boats. The interest, with the crowd, transferred itself to Saratoga.

THE RACE FROM THE PRESS STEAMER.

THE VARYING FORTUNES OF THE CONTEST—A GREAT STRUGGLE FOR THE VICTORY—THE YALE-HARVARD FOUL—TRIUMPH OF COLUMBIA.

From One of Our Correspondents.

SARATOGA, Saturday, July 18, 1874.

The third appointment to compete for the grand aquatic honors of the American College Rowing Association was faithfully kept. Promptly at 9:30 A. M. the Una, the referee's boat, and the Commodore Brady, the press boat, started on their third trip to the beginning of the great battle-ground, the water being in the best possible condition for a shell race. There was just enough ripple on the upper and lower ends of the course to break the monotony of the glassy appearance of the middle mile.

At 9:40 A. M. the first gun was fired as the signal to prepare, and it was evident that no delay would be encouraged or tolerated, the entire matter now resting with the referee, Mr. Wm. Wood, who got the crews into their boats with the greatest possible dispatch. At 9:45 all the crews were ready to launch their boats at the Columbia's quarters, the grand rendezvous of the start. At 9:45 Yale set their boat afloat and started for the little cove beside Snake Hill, followed by Cornell, then Princeton, Harvard, Dartmouth, Williams, and the rest. By 10:30 all were on the water, and the judges' boat, after passing up and down the line with instructions, was brought to the centre, and at 10:59, all being ready, the starting signal was given, and away sped the nine sixes, presenting a sight never before equaled. The brilliant column made an almost simultaneous movement to the front, but brave little Columbia, with a coolness and dash worthy of the best, was soon seen to forge her bow out of the line, showing a half length in front on the left of the line, Harvard following closely, pursued by Wesleyan. Cornell pushed out a little on the right, but soon again fell to the rear, while Yale, working very deliberately, came apace after her own particular rival, Harvard. It was generally conceded that the grandest portion of the race, the last half, would be between Columbia, Harvard, Yale and Wesleyan; and so it proved. At the first quarter Columbia had a decided lead, crossing Dartmouth's bow, giving them their water for fifty yards, and leading Wesleyan, Harvard and Yale, side by side, in third place, fighting their own battle to the bitter end. Harvard obtained a slight advantage in the next quarter of a mile; but Columbia still held her own. On the third quarter Columbia was nearly a full length in front, Harvard and Wesleyan bow and bow, with Yale crawling well up on their quarter, Williams doing nobly in fourth position, Dartmouth fifth, Cornell sixth, Princeton seventh, and Trinity last. At the end of the first mile Columbia had a clear lead, Harvard and Yale second and abreast, passing Wesleyan. The race was now decidedly between these four crews. For the next quarter Yale and Harvard, fighting out their old grudge, made a tremendous spurt for individual supremacy, bringing their boats on a line with Columbia as evenly as they had started, Wesleyan lapping the sterns of the leaders, Williams being close upon Wesleyan, but with clear water between them, Dartmouth, Cornell, and Trinity swung out astern several lengths apart. Princeton was now a good last, with every prospect of remaining so. Half way on the course Yale, working hard and steadily, forced her bow out of the line of the three, Columbia and Harvard still tugging side by side. The rest of the boats had not changed their positions at this point. On the next half mile, and before the end of the second mile was reached, the little Columbia bark once more put out her best powers, but rowing coolly and with machine-like regularity. The forward part of her cock-pit was again glistening in the front of Yale's bow-tip, Harvard lying well up on Yale's waist, Wesleyan a good fourth, the other boats as before. Entering on the last mile Columbia's white and blue colors were again a full length in advance, Yale and Harvard in dangerous proximity to each other, working with a determination worthy of any cause. A moment after, Yale was seen to stop rowing, Wesleyan quickly taking third place by three-fourths of a length, Williams fourth, by three lengths, Dartmouth, Cornell, Trinity, and Princeton following in the order named, with plenty of daylight between each. Within a half mile of the finishing line Columbia, rowing and swinging as steadily as ever, led by two lengths, Harvard leading Wesleyan a length and a half, Williams fourth, Dartmouth fifth, the rest unchanged, Yale, disabled, crawling in slowly among the stragglers. Wesleyan seemed momentarily to fall behind, but an instant after her crew started with a brilliant spurt, and within a quarter of a mile of the white flag marking the finishing line she drew level with Harvard, and, after a fierce struggle for second place, gained the coveted position. The great race was over. The boys from the Harlem River had won the race, and Harvard and Yale's differences were yet unsettled, while Wesleyan, as last year, had again claimed her right to be in the front rank. Dartmouth, with a last effort, expended her remaining strength to vanquish Williams, and succeeded. The Columbia boys were already taken in triumph from their boat when the stragglers finished, and the exultant shouts announced in the wildest manner that New-York City had, for the first time, won a college victory.

THE ORDER OF THE FINISH.

Columbia	1	Cornell	6
Wesleyan	2	Trinity	7
Harvard	3	Princeton	8
Dartmouth	4	Yale withdrawn, disabled.	
Williams	5		

As usual, there is some misunderstanding as to the time of the race. The judges' boat was far astern of the boats, and nowhere when the crews finished. The time taken by Mr. Engelhardt was generally accepted as correct, as the press-boat was in full sight of the start and finish. But it subsequently appeared that the judges at the finish became so interested in the race that they forgot to drop their flag, and this important movement is said not to have taken place until the fourth boat crossed the line.

Commodore Brady took the time at the finish as follows:

	M. S.		M. S.
Columbia	16 42½	Cornell	18 00
Wesleyan	16 50	Trinity	18 23
Harvard	16 54	Princeton	18 38
Dartmouth	17 08¼	Yale	Withdrawn.
Williams	17 31		

There was some rumor of a foul between Columbia and Wesleyan, but for this there was no foundation whatever.

THE CONTEST REVIEWED

CITY BOYS VS. COUNTRY BOYS—PUBLIC INTEREST IN THE RACE—THE UNIVERSITY COMMITTEE—BETTING.

From Our Special Correspondent.

SARATOGA, Saturday, July 18, 1874.

The race has been rowed and Columbia College is the victor. The wreath of parsley which was given to the victors in athletic sports in the old Hellenic days, may, metaphorically, be said to encircle the brows of our New-York boys. Nor can it be said that this result is a complete surprise, since in the various issues of THE NEW-YORK TIMES in which articles have appeared on the College Regatta stress was always laid upon the excellent condition and beautiful stroke of the Columbias, and more than once a prediction of victory was made for them under the contingency that the race should take place in smooth water. This contingency fortune did vouchsafe, and Columbia has won. The readers of THE TIMES may also remember that again and again the assertion was found in other journals, misled by the result of last year's race, that the country boys must of necessity beat the city boys by reason of their superior solidity. It was laid down as an axiom that since the introduction of sliding seats so much strength of loin was necessitated that none but the country boys could stand the strain. It was pointed out in THE TIMES that although boys who had never done manual work, sons of fathers who, too, had never toiled with the hands, were finer in the waist and more symmetrically shaped, they were not therefore, interior in strength. It was also claimed that they were inferior in nervous force, and the truth or falsity of these positions, it was admitted on all sides, would be proved by the result of the university race. This has now come and gone. A crew of a college of New-York City, consisting entirely of City-bred boys, sons of men belonging to the upper ten, took the lead from the very start, held it, and came in easy winners, in the splendid time of 17 minutes and 12 seconds. The three miles have been made in a little less time, but never in still water. The propounders of the country-boy theory will now confess that their proposition was a hasty generalization, for which there was no substantial substratum of recorded facts. That New-York will dearly welcome her triumphant young sons, who can doubt?

The praises also of the Alma Mater await the winning crew who so boldly carried the blue and white to the front. Few, perhaps, of all those who revel in the innocent triumph of the hour have more excellent feelings than the sensible and progressive Professors and members of the Faculty, who last year recognized manfully the necessity of rowing as a counterpoise to too much book lore, and awarded a yearly sum of $1,000 from the college funds to meet the expenses of a rowing association. Other heads of other colleges have winked at the noble exercise, have encouraged it on the sly, or have endured it in silence. But the college boys of Columbia have the satisfaction of remembering that they had no such hesitation, and were not ashamed to do openly what their feelings prompted. Without criticizing others, perhaps this is what ought to be, and rowing may for the future be considered as necessary as Greek sapphics or Latin elegiac verse.

There can be no doubt that the public has evinced the greatest interest in this contest, for during the past two weeks the influx into Saratoga has been simply prodigious. Little by little the hotels that were nearly full were filled completely, and the half empty ones became plethoric and those that were on the point of ruin began to hope. As the days of the contest drew near the crowds of arrivals became so dense that nothing but the skill and tact of the hotel men could have continued to stow them away. In popular houses like the Clarendon the number of "outers" was nearly as great as of those who could be accommodated with rooms. At last came the very day itself, and the whole town of Saratoga was inundated by streams of people from all the surrounding country, especially from Albany, Troy, Cohoes, and the neighboring places. Then came the first failure, and all those who had come without baggage fled home, aggrieved and disappointed, enemies from that time forth, forevermore, to Saratoga and all its works. Then came the second day's trial, and the second fiasco, whereat there was great rejoicing on the part of Springfield, which felt its abandonment keenly, and hated Saratoga as Medea did the young and blooming Creusa. The race is now over; the disappointment, the worry, and the fatigue have passed away. Angry feelings have subsided, and the calm mind reigns over the calm body.

And now one can frankly say that the fault of these fiascos was in no wise due to any members of the Saratoga Rowing Association, whose efforts to please and assist the colleges, the public, and the press deserve the fullest and warmest acknowledgments. The error lay in intrusting the direction of affairs to the Presidents of three college rowing clubs. Two of these, indeed, desired to do what was done in the end, but it seems that the third would in no wise consent. Hereafter it will be wise to allow one man, the referee, to control the matter, since one individual is apt to be unanimous on questions of this kind.

The subject of the third or dissenting committeeman opens up a topic which demands some notice. The rivalry between Yale and Harvard has gone to such lengths that the colleges are no longer friendly, and it requires the presence of a large mixed crowd to keep them from something worse than words. The boys are hardly so much to blame in this thing, as the Alumni, who, being irresponsible, whet them on, taking sides in the fiercest way, and making actually savage bets. An individual here in Saratoga bet $1,000 that Harvard would beat Yale, and would have repeated the offense if he could have found any one to participate. Then, again, the most absurd things have been circulated about the determination of each crew to prevent their rival's success, and there are quidnuncs here who have already made capital out of the unfortunate fouling of the two, by which Yale lost her rudder and an oar. The action of the committee on this point is sufficient. Nor will the unprejudiced and unbiased be apt to dispute their finding; but the two colleges have bet so fiercely on each side, that the matter has become complicated, and much ill-feeling has undeniably sprung up. The remedy for this lies with the Alumni and the older men of the colleges. If they discountenance betting, and frown down all ideas of rows

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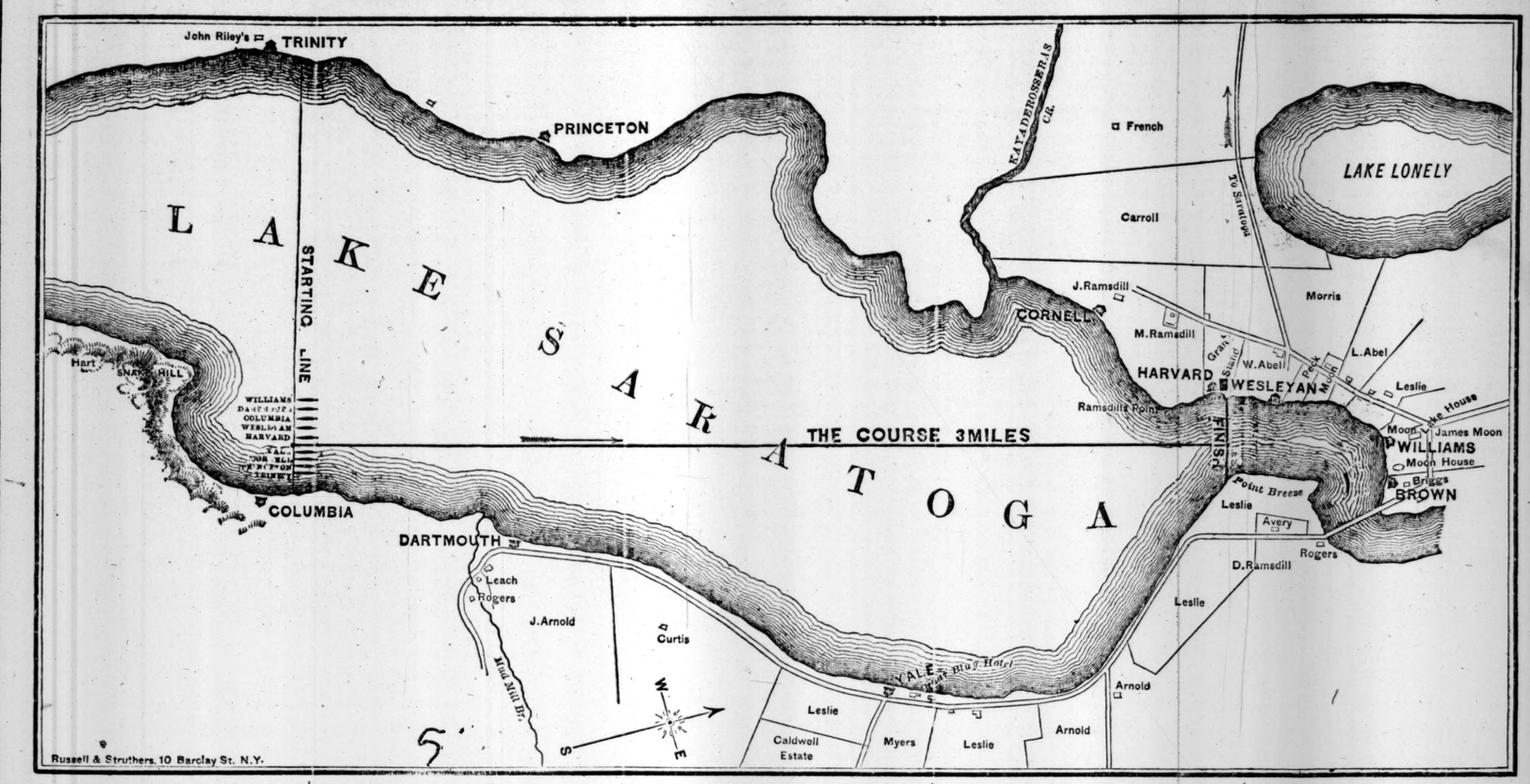
THE COLLEGE REGATTA OF 1874.



CURRENT LITERATURE.

SEA DREAMS.

The waves are glad in breeze and sun,
The rocks are fringed with foam;
I walk once more a haunted shore,
A stranger, yet at home—
A land of dreams I roam!

Is this the wind, the soft sea-wind
That stirred thy locks of brown?
Are these the rocks whose mosses knew
The frail of thy light gown
Where boy and girl sat down?

I see the gray fort's broken wall,
The boats that rock below;
And, out at sea, the passing sails
We saw so long ago,
Rose-red in morning's glow.

The freshness of the early time
On every breeze is blown;
As glad the sea, as blue the sky—
The change is ours alone;
The saddest is my own!

A stranger now, a world-worn man
Is he who hears my name;
But thou, methinks, whose mortal lit
Immortal youth became,
Art evermore the same.

Thou art not here, thou art not there,
Thy place I cannot see;
I only know that where thou art
The blessed angels be,
And heaven is glad for thee.

Forgive me, if the evil years
Have left on me their sign;
Wash out, O soul so beautiful,
The many stains of mine
In tears of love divine!

Oh, turn to me that dearest face
Of all thy sea-born town,
The wedded roses of thy lips,
Thy loose hair rippling down
In waves of golden brown!

Look forth once more through space and time,
And let thy sweet shade fall
In tenderest grace of soul and form
On memory's frescoed wall,
A shadow, and yet all!

Draw near, more near, forever dear!
Where'er I rest or roam,
Or in the crowded city streets,
Or by the blown sea-foam,
The thought of thee is home!

—*John G. Whittier, in the Atlantic Monthly.*

SYBIL NUGENT AND THE ARTIST.

"Cousin Emily, I wish you were twenty years younger."

"So do I, my dear."

"You would be just as good a chaperone, and you would enjoy a little time in London."

"I do not think, Sybil, that I am quite past that yet."

"Then we will go. We will take lodgings in a nice part near everything; and we will shop all the morning, and lunch at a pastry's cook's, and shop all the afternoon, and go to the theatre in the evening. And, when we are tired of all that, we will come back to dear Nutting and the dogs and mare and cows."

"A little change will be very nice," said Miss Emily Needham, who always acquiesced, and was generally loved in consequence. That she had not been particularly loved was a loss to some one, for she would have made an admirable wife. Her husband would have got his own way in everything; but perhaps that would have been bad for him too, and Miss Emily's celibacy was probably all for the best.

It was very convenient for Sybil's step-father, General Von Flopdollingen, a German soldier and politician, who had married an English widow with one incumbrance, and when he lost the former, felt rather hampered by the latter. He kept her at school as long as possible; but when she reached the age of twenty-one she was independent, as she inherited her own father's fortune, which was a nice little property. The General, indeed, would have liked her to live with him, become naturalized, and bestow her hand and what was in it on one of his nephews; and to this end she spent several holidays in Prussia, and might have left school some years sooner if she had shown a wish to live abroad. But she called the soil of the Teuton Step-Fatherland, and did not care much for her cousins-German. So General Von Flopdollingen, who had promised to look after her interests, and who was a conscientious man in private life, was puzzled, till Miss Emily Needham was suggested as a fitting companion for her young and sprightly relative, when he gladly accepted her services.

As for Sybil Nugent herself, she was pleased enough to have Cousin Emily, who had always been a favorite, to live with her. She made an effort at first to promote her into an aunt, but the familiar "Cousin Emily" rose to her lips, and the attempt had to be given up. Lastly, the attempt suited the elder lady capitally. She was poor and lonely, and she liked comfort and companionship. A trip to London would be very agreeable; and so they resolved on the excursion. There was a difficulty. Sybil asked Emily if she knew any one at all in London.

"Cousin Emily thought a while and then said: "There is Jane, Mrs. Hinchbrooke's lady's maid, who married and settled in London, where she lets lodgings. I have her address somewhere."

"Lets lodgings!" cried Sybil. "Perhaps they are vacant, and we can have them. Find out where she lives at once, there's a dear."

Cousin Emily's huge rosewood desk yielded up a card which announced that Mrs. Rogers had genteel apartments, replete with every comfort, in Gower street.

"It must be in quite a fashionable part," said Sybil, consulting a map, "because it is near Oxford street and the British Museum."

So Cousin Emily wrote to Mrs. Rogers, who had been many years in the service of her principal crony in the cathedral city, and to whom she had presented a work-box on her marriage; and received a reply by return of post to the effect that, by the most extraordinary accident in the world, her drawing-room floor was vacant.

So, one fine October day, the young maid and the old one found themselves transferred from their bright roomy home in the country to dingy London lodgings, which Sybil commenced at once to brighten up with flowers.

They then commenced a life which the male mind shudders to contemplate—a life of shopping. Not that Sybil had many wants, or made many purchases, but those which she did make went a prodigious way. Supposing she determined to get a mantilla, do you think they went to the nearest shop for such things and bought one? Not a bit of it. They looked in all the windows which displayed such things in St. Paul's Churchyard, Oxford street, and Regent street, and when they saw something which pleased them, they went inside and overhauled the whole stock, diverging, at the shopman's instigation, into every article of female costume from ball-dresses to stockings, and then left, saying they would think about it.

When hungry, they turned into pastry-cooks' shops, and ate ices and sweet cakes. About five o'clock they were exhausted, and went home to tea; after which they sallied out again to a theatre, a concert, or an entertainment, and then wound up the day with a hearty supper.

This kind of life was all very well for the young one, who had the constitution of a cassowary, but at the end of three days Cousin Emily fell ill. Sybil was much concerned, and wanted to call in a doctor, but the invalid did not consider that necessary.

"I think, dear," she said meekly, "that if we were to dine sometimes, I should be able to stand it all well enough.

So they adopted more regular habits, and Sybil left off working her chaperone so hard; obtained books from a library, hired a piano, and started a piece of silk flower-work. But as her constitution and habits demanded a good deal of exercise, and she could not walk about London alone, she fraternized strongly with the landlady, Mrs. Rogers, and took her about with her, as the best thing in the circumstances.

Mrs. Rogers was a lady of considerable conversational powers, but perhaps she was most graphic when she talked about her lodgers, past and present. Her ground-floor was now occupied by an old gentleman, who spent the greater part of his waking life in the library of the British Museum. The top part of the house was tenanted by an artist, who had many merits, and one great fault, a poverty which caused him to be backward in his rent payments. He was accustomed to go away for weeks, or even months together, without leaving any address; he was thus absent now.

One steady wet day, when Sybil had played, read, worked, till she got the fidgets in all her restless limbs, a curiosity which had already been awakened, became imperative. She sent for Mrs. Rogers, and asked whether she could not see the deserted studio.

"There's only rubbish, Miss," said the landlady; "but please not to move any of it, or he will go on at me like anything, when he comes back. Not that he has any right, being in arrears, but he has a way with him, and I am soft-hearted, and he pays what he can. This is the key."

Sybil took it, and ran up stairs. But when she turned the lock, a feeling of shame came over her, as if she were prying, or at least trespassing. However, she pushed the door back, and entered a most untidy apartment. There were easels, one with a half-finished painting upon it; there were various articles of costume, male and female, scattered about; in one corner stood a dummy figure, attired merely in yellow boots and spurs, and a cavalier hat and feather. Specimens of ancient armor lay in a heap, from which protruded likewise a modern musket and bayonet, a cricket-bat, foils, and single-sticks. There was a rack of curious pipes, German and Turkish. There were casts of famous statues, and what seats and tables there were, were imitation antiquities. Two large portfolios on stands took up a good deal of room, and the litter was completed by the heaps of pictures, in various stages of progression—very early stages, indeed, most of them—piled up here and there. The walls likewise were covered with pictures, some of which were finished. One, an Ariadne, just waking up to the fact of Theseus' desertion of her, was honored with a very smart frame, which had been hung almost out of sight by the "Hanging Committee" of the Royal Academy Exhibition. The longer she looked at the picture, the more it pleased her, and at last she got quite indignant with the Academy officials, who had hung it in a bad place; and with the public, who had not bought it. Then, gradually feeling at home, she went in for a regular inspection of all the studies and sketches, and half-formed designs in the room; and at last, even dipped into the portfolios. The result was, that instead of passing the ten minutes she first proposed to herself in the studio, she spent the whole afternoon there, and talked of nothing but her discovery to Cousin Emily at all dinner-time. Not content with that, she introduced her to the studio on the following morning, though the weather was fine, and the elder lady took a fair interest in the pictures, though she was not so enthusiastic as the younger: enthusiasm is apt to fail us before our eyes and teeth.

"Oh, Cousin Emily! is it not shameful that such a beautiful painter should get so little for his works, hardly enough to live on, while mere daubers are paid—oh, ever so much?"

"It is a pity he does not try daubing, then."

"Oh, he could not do it; real genius cannot be concealed. He is a handsome young man, with melancholy eyes, and beard—dark, of course; but he is not really melancholy; quite the reverse. And so good; he half supports his mother, who is the widow of an Indian officer, with only her pension to live on; that is why he has debts."

"Why, Sybil! how did you come to know all this Mr.——. What is his name?"

"Doria is his name, but I have never set eyes upon him. Mrs. Rogers told me all I have just repeated."

"Oh!" said Cousin Emily, who had experienced the nearest approach to the feminine sensation called a "turn," which her placid nature permitted. She was at all events affected.

It became quite a habit of Sybil's to run up and look over the absent artist's sketches, and no doubt she would soon have begun to criticise and find fault, only, before she had time to reach that stage, she left the lodgings.

It was not likely that a well-connected young lady of good fortune, and subject to no authority but the law of the land and public opinion, should be allowed to remain long hidden in London. People who have money always find relations, connections, and friends, who are always glad to see them. In a fortnight, Sybil and Cousin Emily were domiciled in a hospitable mansion in Belgravia.

One June morning, Harry Doria was in his studio painting, and talking at intervals to a friend who was a sad loafer, but atoned for it by buying a picture now and then, and who was at present lounging on a sofa, smoking a Turkish pipe, the flavor of which pleased him.

"Well, how do you get on—pretty well, I hope?" said the loafing friend. "Excuse me mentioning it."

Harry was not the least discomposed. "I am," said he, "certainly doing better this year than I have ever done before; this year, when it does not matter, and I have only myself to provide for."

"Don't talk like that, old fellow; you made your mother's declining years comfortable, and have no cause for regret. As the old ties break, we form new ones. Apropos, are you going to marry the heiress?"

"What heiress?"

"Mercenary man! Have you so many in your eye? Why, Miss Nugent, of course; everybody has settled it for you."

"Perhaps everybody has decreed that I am going to have the Koh-i-noor set in a scarf-pin. Poor Miss Nugent! I imagine that she expects to do better for herself than to marry a third-rate canvas-spoiler."

"Well, you are pretty intimate at all events."

"I have met her out at parties, certainly, and we talk together a good deal, having many subjects of interest in common; but the idea is ridiculous; she is a great deal too rich."

"That is a fault most fellows would look over," observed the other, laughing.

"I could not," said Doria. "Fancy its being in your wife's power to tell you, whenever you had a row, that but for her you would be a pauper; that your house is hers; your servants, hers; yourself, a thing she has bought. No, thank you."

"My dear Lucifer, you exaggerate. If you are getting as much for portraits as I expect you will, a couple of years hence, you will be able to marry any woman and preserve your independence. How sharply your Academy picture was snapped up. It was not sold beforehand, was it?"

"No; and I put an extravagant price on it, out of a sort of bravado, because Jones tried to cheapen it one day before it was finished. What a funny animal the public is! The price that picture fetched brought me more orders in a week than I have ever had in a year."

"Perhaps the merits of the picture, not its price did that."

"Not a bit of it; it is not half so good as my 'Ariadne.'"

"Oh, you have sold that too?"

"Yes; and to the same person; at least the name is the same; Needham, Miss Needham."

"Another heiress?"

"I don't know; a good customer, anyhow."

"Well, good-bye; I have finished your chibouque, and am due presently at a classical concert. By-the-bye, will you come? I have a spare ticket. Perhaps Miss Nugent will be there."

"No, thank you; I hate classical music. Besides, I must work. Good-bye."

When a man announces that he really must work, an idle fit is coming over him; it is equivalent to the "I won't give in" of one who is just beaten. Directly he was alone, Doria sat down in the place his visitor had vacated.

So people talked, did they? Was there anything in her manner to justify outsiders in thinking she would have him if he asked her? What did it matter? He did not ask her. But was it prudent to go to places where he was sure to meet her? He must avoid her in the future; she would go back to the country in a few weeks, and then he would forget all about her—"out of sight, out of mind." He had made a good beginning by declining to go to the concert.

Poor Doria must have been very far gone when he tried to deceive himself. He knew well that Sybil Nugent disliked classical music as much as he did, and would certainly not be there. In truth, he had hardly admitted to himself how far his happiness was bound up with the love of a girl. He was not a susceptible man; his affections were stronger than his passions, and both were well under command of his reason. He certainly would not have allowed himself to grow so fond of Sybil had he been aware of her pecuniary position. He had met her at different houses where he was a habitual guest, and from her retiring manners and simple style of dress, formed the conclusion that she was a poor girl, rather patronized by the friends with whom she was staying. He was one of those men who never catch floating gossip till long after it is stale news to everybody else; and when at last he learned that she was wealthy, and that he was rising rather in estimation as a successful heiress-hunter, he felt the wound go deeper than his pride, and he had a good thick coating of that, too. Yes, he had too much pride, but very little vanity, and lack of the latter quality originally confirmed him in his idea that Miss Nugent was poor, probably dependent. Would she listen to him—draw to him as she did, if it were otherwise? To him, a poor, little-considered artist, with no prospects beyond his art? As for Sybil, she entirely reciprocated his affection, and had made up her mind, at a comparatively early stage of their acquaintanceship, that if she did not marry him she would never marry any one else. Of course, in her case, there was a spice of romance about the matter. She got to know and like him before she caught his name, which had been slurred when she was first introduced to him; and so the coincidence struck her very forcibly when she suddenly and accidentally learned that he was the very man whose studio she had examined in so unceremonious a fashion, and whose "Ariadne" she had purchased in Cousin Emily's name. She felt perfectly convinced that he loved her, and wondered why he did not say so.

Are there any limits to human perversity? Lovers are torn asunder by poverty every day, but here were a couple who positively failed to come together simply and only because one was rich. It was not an ordinary love affair; they had never talked of love. But their tastes, ideas, sympathies, agreed so admirably, that they seemed positively made for one another; and to friends who knew them both, it seemed more than natural, almost necessary, that they should marry. If of the same sex, they would have been fast friends. Had their ages been very dissimilar, or had they both passed the age of the passions, they would still have been drawn closely together. These cases are very rare, but they occur, and when two such people meet, and marry, they attain a degree of happiness not often vouchsafed to mortals. And yet these two never met again. Duria stock to his resolution, and avoided Sybil, who went back to the country and took to Ritualism and fantastic embroidery.

Another May came round, and Harry Doria had four portraits—three ladies, one "of a gentleman"—hung on the academy walls; besides a classical study, which sold for a high price. He excelled mostly in figure-painting, but figures must have foregrounds and backgrounds, and he was not quite satisfied with his landscapes. So, when the season waned, he packed his knapsack, and started off on a solitary walking and sketching tour, for the purpose of studying English skies, streams, and trees. A wandering life of that kind having great attractions for him, and the Autumn being remarkably fine, the month which he intended to expend out of town expanded to nearly three, and it was toward the end of October that he entered a pretty village, which took his fancy so much that he stopped, though it was early in the afternoon, and he meant to have gone some miles further. "I must have that church porch and the avenue," he said to himself, as he turned into the old-fashioned inn, where he left his knapsack and ordered his dinner, and then went out again with his portfolio and water-color box, to utilize the couple of hours' remaining daylight.

"What is the name of this place?" he asked his landlord that evening.

"Nutting, Sir, Nutting," replied the host, astounded at the depths to which human ignorance could sink. Nutting! That was the name of the village where Sybil lived. She had often talked about it, and said what a pretty sketch could be made from the churchyard, and how often she had tried to take it and had failed to satisfy herself. What a strange coincidence, that he should have wandered there; it looked like a fatality.

"You are a stranger in these parts, maybe, Sir?" added the landlord.

"Yes; but I have often heard of Nutting, from a friend who knew it very well. There is a pretty place called Owlsnest, here, if it is the same Nutting I mean."

"Yes, sir, yes; that's right. Shall you want anything more before the bar closes? You see, we are early people here."

Doria did not sleep much that night. He had made up his mind to avoid the heiress altogether, and yet, now finding himself close to her, the temptation to call was very strong. In the morning, it occurred to him that the struggle might be unnecessary; Miss Nugent had very likely gone from the neighborhood.

"Who is living at Owlsnest now?" he asked when he went down.

"Miss Needham, Sir, for the present," was the reply, which acted on him like a cold-water douche, for he had not believed in his theory of Sybil's probable absence one jot. At any rate, there was no need for him to hurry away. By-the-bye, what name did the landlord say? Needham? Why, it was a Miss Needham who bought his "Ariadne" and other pictures, and whose patronage seemed to have been the turning-point in his career, and had brought him such luck. He would certainly call, and introduce himself to a lady of such excellent taste and discrimination. It did not occur to him that Needham was by no means an uncommon name; he was too glad of an excuse to enter the house which Sybil had inhabited.

He spent the morning in sketching the scenes which she had often spoken of with enthusiasm. In the afternoon, he called at Owlsnest, and sent in his card.

Miss Needham would see him presently, if he did not mind waiting a few minutes. He was shown into the dining-room, where the first object which met his eye was his own "Adriane," hung in the spot which was most favorably lighted in the room. Other pictures of his ornamented the walls.

Presently, a lady dressed in deep mourning entered the room. Doria introduced himself, and explained that being by accident in her neighborhood, he did not like to pass on without paying his compliments to so kind and liberal a patroness.

"The pictures were bought in my name, it is true, Mr. Doria," said the lady; "but there is no harm in your knowing now that my poor friend was the real purchaser."

"Indeed!" said Doria, rather mystified. "A friend, you say——"

"Your friend also, Mr. Doria; my dear Sybil reckoned you as one."

"Sybil Miss Nugent, was the secret purchaser of my pictures!" cried Doria. "Oh, how blind I was. But you said your poor friend. Has any misfortune happened to her? You are in mourning; she is away——"

"Have you not heard?" gasped cousin Emily, turning very white. "Poor Sybil, three months ago, caught the typhus fever in a cottage. It was a very deadly type, and she only lived three days."

The shock may be conceived. From erroneous reasoning he had missed the chance of a lifelong happiness. And how often, from false shame and false conceptions, is such the case? We will not explain the feelings of Doria. They may be guessed at.

One of the best pictures he has ever succeeded in painting represents a village church-yard, in which one grave is conspicuous. He has been offered a fancy price for it, but it is not for sale. I doubt if it will leave his studio during his lifetime.—*Chambers's Journal.*

CAVALRY AND ARTILLERY.—The long ranges and rapid and accurate firing of the small-arms and field-guns of to-day have seriously affected the uses and mode of employing the different arms of service. The employment of large masses of cavalry on the field of battle will probably not again occur, unless under some very exceptional circumstances, for where the ground is sufficiently open for them to form and act they will be fully exposed to such a fire as will prevent their advancing or even retaining their position. The experience of the war of 1870-71, as far as it went, proved that cavalry could not attack good infantry armed with breech-loaders without incurring certain destruction. Again, in reference to the other duties of the cavalry, such as escort and patrol duty, it is quite certain that the breech-loader will enable very small parties of infantry to at least annoy cavalry parties so much as to hamper them exceedingly in their operations. The fact that small parties of the German cavalry ranged so far and freely in France, will not serve as a rule for other cases. In a moderately broken or wooded country two or three good men with breech-loaders could, with entire safety to themselves, very soon put an end to the movements of ordinary cavalry patrols. It is quite probable that the future changes in the cavalry organization will be in the direction of assimilating a large part of it to mounted infantry.

While the cavalry has lost something of its importance, the artillery, on the other hand, has gained in power and independence. The breech-loading field-guns can be so readily placed under cover and fired so rapidly that it is possible to place them in positions that the old muzzle-loaders could never have held, and also to trust them to themselves with slight infantry supports. In 1870-71, especially in the latter part of the war, the German artillery was usually in advance of the infantry line, and often really decided the battle when practically entirely without their infantry supports. The changes now being made in Europe seem to be in the direction of small calibres, heavy charges, flat trajectories, and long ranges; all this accomplished by means of a material so light that it can pass over rough ground, and find positions almost anywhere. A consequence of all this will probably be a large increase of the relative strength of the artillery. In regard to the mitrailleuse and similar inventions for the rapid and concentrated discharge of small-arm bullets, opinions vary exceedingly. There is reason to believe that the last war did not impress the Germans with a very high idea of the value of such weapons, but that they have reached the conclusion that in face of active and accurate and long-range artillery the mitrailleuse can accomplish very little. There seems good ground for believing, however, that for the defense of works, of defiles, or of a position of limited extent, the mitrailleuse, or, still better, the Gatlin gun, will prove a very reliable adjunct.

The effect of the modern improvements upon the infantry has been no less marked than upon the other arms of the service. If, on the one hand, their new weapon has freed them from all danger from the once-dreaded cavalry, on the other hand the new artillery is so formidable as to render a resort to new formations and new methods of attack obligatory; for the dense columns and successive parallel lines of former years cannot withstand the distant, rapid, and accurate fire of modern guns. Neither can those old formations possibly succeed in the attack of positions held by good infantry armed with breech-loaders. Destruction and wild disorder must be the result of any such attempt.—*Harper's Magazine.*

THE ETCHED PORTRAITS OF REMBRANDT.—The etched portraits were often of distinguished men. Failing these persons of distinction—as when, in his youth, sitters of the desired rank were unattainable—he etched the faces that he knew most thoroughly, chiefly, indeed, his mother's. It is also to his delight in reproducing that with which he was most familiar that we must attribute the abundance of portraits of himself—now leaning at his ease upon the window-sill, and now with drawn sabre, and now with hand on hilt of sword—magnificent in meditation—and now with plainest raiment, a keen plain face looks up at you from the drawing-board. But the etched portraits, as I have said, when they were not of himself, nor of his mother, nor of the so-called "Jewish Bride," whom M. Blanc believes to be his first wife, Saskia Uylenburg, were generally of men of thought or action; of men, indeed, whose thought or action had "told" upon the life of Amsterdam. "The Burgomaster Six" is a city magnate, as well as a poet and art-connoisseur. "John Asselyn" is a painter of repute. "Ephraim Bonus" is a famous physician. And Uytenbogaert, the "gold-weigher," is Receiver General to the States of Holland.

Among a thousand excellences in these portraits, let us note a few. See how the "Uytenbogaert" is more than a portrait—for it is a composition—and see how the keen perception, the analytical yet synthetic mind, the assured knowledge, and the hand that moves in accurate obedience to the will, have in their all but unparalleled combination enabled the artrist to say clearly a dozen things instead of one, in this picture. It is a gold-weigher's room; a place for quiet business and weighty affairs. There are places enough for laziness and laughter: *this* is for serious, anxious, yet methodical and ordered toil. See, on the table, the scales and the ranged money-bags; on the floor an iron-bound coffer whose strength, quite apart from size and proportion, the etcher has shown by lines of indefinable cleverness. To the right, the trusty servant kneels to take from his master a bag of coin, which instantly he will pack in this cask upon the floor; and then he will be off upon his errand. We know him, thanks to Rembrandt's never-tiring study of his minor characters, even the *Sulanios* and *Salarinos* of the drama—a prompt man, he, we say, and ever at his master's call. And Uytenbogaert? What is he, if these be his surroundings? There is a double expression in his face and gestures, conveyed with I know not what subtlety of art, reached sometimes in the finest moments of a great player—one has seen it in Farguell and Kate Terry. The gesture says to the servant—nay, says to all of us—how infinitely precious is that gold-weighted bag; how great must be the care of it! And the face says this, too. But such a thought is only momentary. The mind, reflected in the face, is seen to be preoccupied by many an affair. "Here, how much gold remaining to be dealt with! What accounts to finish! What business to discharge?"

Now place by the side of Uytenbogaert the portrait of Janus Lutma. The two have the same dignity; the dignity of labor. It is the Netherlands spirit. With his back to the window, from which a placid light falls on his age-whitened head, sits James Lutma, goldsmith, meditating on his work. By him are the implements of his art. They were used a little, but a minute ago, and soon will be resumed. Meanwhile, the nervous, active hand—an old hand, but subtle still—is relaxed, and there is no anxiety, not even the anxiety of a pleasant busy-ness, in the goldsmith's face. It is a happy, tranquil face; still keenly observant, yet greatly at rest. For in the main the work of life is done, and it has prospered—a goodly gift has been well used. There is rest in the thought of past achievement; a kindly smile on the aged mouth—mouth happily garulous of far-away work-days. And Lutma sits there, waiting, only less quietly and immediately than the tired bell-ringer of Kethel's one great picture—waiting for death, who will come to him "as a friend," and find him smiling still, but with a finished task and a fulfilled career.

But in our admiration of the sentiment and character of this almost unequaled work, let us not forget the wholly marvelous technical skill which the observer may easily find in it. The play of sunshine, bright and clear, without intensity, throughout the upper half of the picture; the cold, clear stone of the slanting window-sill, washed, as it were, with light; the strain of the leather fabric, stretched from post to post of the chair, on either side of the old man's head, which rests, you see, against it, and presses it back; the modeling of the bushy eyebrows and short gray beard—these are but some points out of many. They may serve to lead us to the rest.

To be closely imitative is not the especial glory of etching, and Rembrandt himself is fuller of suggestion than of imitation. He does suggest texture very marvelously; sometimes in the accessories of his portraits, as in the flowered cloth of the gold-weigher's table, and sometimes in the portraits themselves, as in the long hair of the "Jewish Bride:"

"Hair, such a wonder of flix and floss;
Freshness and fragrance; floods of it, too!"

The quality of this woman's hair is best observed in the early state of the print. There too, the light is natural, the inspiration direct. Thus far the thing has been done at a sitting. In the finished picture the light is a studio light, and the work, while very vigorous and scientific, lacks the particular delightfulness of a sudden transcript from nature and the life.

"A transcript from the life"—it is that, more than any qualities of *technique* and elaboration, that gives an interest so intense to Rembrandt's portraits. It is hardly too much to say of him that his labor is faithful in proportion as it is speedy. He must have observed with the utmost keenness and rapidity, and it is with a like rapidity that he must have executed all that is intellectually greatest in his work. Absorbed in his own labors—singularly free, we may be sure, from petty personal vanities, and the desire to please unworthily—Rembrandt has given to his sitters the same air of absorption. They are not occupied at all with the artist who is drawing them; no, nor with those who will notice his work. The Burgomaster Six, leaning against the window-sill, is deep, I take it, in his own manuscript play. Bonus, the physician, halts upon the stair, not quite resolved whether he shall turn back to ask one other question or give one other counsel. Coppenol is absolutely occupied in giving the boy his writing lesson. Rembrandt himself, looking up from the drawing-board, looks up only for observation. And it is thanks to the absence of detachment from habitual life and work—it is thanks to the every-day reality of the faces and their surroundings—that these portraits of Rembrandt, when considered together, give us the means of transport across 200 years. We are in Amsterdam, in the seventeenth century; mingling with the city's movement; knowing familiarly its works and ways. Absolute individuality of character—truth, not only to external appearance, but to the very mind and soul of the men who are portrayed—and truth, be it noted, arrived at very swiftly, and expressed with an unfaltering hand, cramped by no nervous and fidgeting anxiety—this, I suppose, the world may recognize in the etched portraits of Rembrandt.—*Macmillan's Magazine.*

ECCENTRICITY OF GENIUS.—Alexandre Dumas the elder persisted in going into the kitchen to take a hand at the spit, and Ingres was unhappy unless he could play on the violin. But these occupations were not pursued to the neglect of those callings to which they were born. If Dumas made those ragouts for which he was famous, he at the same time did much literary work. If Ingres played a good deal on the violin, he at the same time made pictures that will not easily be forgotten. "The spider in the ceiling" of Edmond About is worse than either of these. It is politics. For a number of years he was on the brink, or paddling about in the shallow waters, of the political stream, and this terminated three or four years ago in the fatal plunge. The idea of having a political part in the history of his country has pursued him with unrest, and caused him, if he were not too proud to admit it, a good deal of pain. Journalism was thought to offer the best ladder to political preferment, and he embraced it. Here he was at a disadvantage, for half a dozen journalists in Paris can write as good, if not better, leaders than he, although there is not a man in France capable of writing such words as he has written. It was thought, when he and Francisque Sarcey became editors of the *XIX. Siècle*, that with two such men the success of the journal would be equal to any of its contemporaries, which turns out not to be the case. That About's articles are able, and often brilliant, few deny; but they fail to influence any large class of people, even in his own party.—*The Galaxy.*

AN ANECDOTE OF DEJAZET.—In 1820, Mlle. Déjazet, then in her twenty-third year, was engaged at the Theatre Français at Bordeaux. Being naturally fond of music, she frequently profited by the free admission accorded to the actors of the minor theatre by the management of the opera, and one evening occupied her usual post behind the scenes during the performance of Kreutzer's "Princesse De Babylone." All of a sudden, electrified by an air charmingly sung by the *Princess*, and utterly unconscious of what she was doing, she darted from the *coulisse* on to the stage, and, seizing hold of the hand of the astonished *cantatrice*, embraced her warmly, exclaiming:

"Bravo! Madame, bravo! that is indeed singing!"

A momentary pause ensued, after which the audience, many of whom had recognized the young actress, burst into a storm of applause; and Déjazet, coming to her senses, and overwhelmed with confusion, retrrated rapidly into the *coulisse*.

Next day she received a summons to appear at a certain hour before the Commissary of Police. On her arrival, she found that functionary, attired in solemn black, writing at his bureau. "What is it?" said he, without even turning his head.

"That is exactly what I was about to ask you, Monsieur," replied she.

Struck by her voice, he laid down his pen; and for the first time looked at the new-comer.

"Who are you, Mademoiselle?" was his next question.

"*Ma foi*, Monsieur, you ought to know, since I am here by your orders," answered Déjazet, handing him at the same time the notice she had received.

"Ah!" said the Commissary, glancing at the paper, "you are Mlle. Virginie Déjazet?"

"At your service, Monsieur."

"You are doubtless aware of the penalty incurred by you yesterday evening—twenty-four hours' imprisonment."

"Imprisonment! what for?"

"Read the thirteenth article of the Police regulations," answered the Commissary, pointing to a document affixed on the wall, "and you will see."

Déjazet read as follows: "Any actor or actress appearing in sight of the audience from the *coulisses* of his or her theatre, during the performance of a piece, is liable to a fine of twenty-five francs and twenty-four hours' imprisonment."

"This does not concern me, Monsieur."

"How so?"

"Allow me to explain. I was at the opera last night to hear——"

"La Princesse De Babylone!" interrupted the Commissary, with a sigh. "I know—unfortunately, business of importance prevented me from being there myself."

"Ah! monsieur, you missed a splendid performance!"

"Indeed! how did Cécile sing?"

"Cécile! Ah, you mean the *Princess*. Like an angel, Monsieur. What a voice, what a style she has!"

"Has she not? But pray sit down, Mademoiselle," added the Commissary, changing his tone, and handing her a chair with the utmost courtesy.

Déjazet, who saw how the land lay, did as she was requested.

"You admire her singing, then, Mademoiselle," continued the functionary, his eyes beaming with delight: "ought she not to be at the Paris opera?"

"Not a doubt of it, Monsieur."

"Mademoiselle, your good taste does you honor. You have a brilliant career before you."

"Beginning with twenty-four hours' imprisonment," replied Déjazet, slily. "But when I tell you," continued she, "that after the air she sings——"

"Deliciously!" interrupted the Commissary.

"Inimitably," Monsieur!" rejoined the actress. "When I tell you that, transported with enthusiasm, I could not refrain from rushing on the stage and embracing her?"

"Ah!" cried the other, "bravo! I would have done the same in your place!"

"But you would not have been imprisoned for it next day. Whereas I——"

"Mademoiselle," replied the Commissary, doing his best to look serious, "let me examine the article together. 'Any actor or actress appearing in sight of the audience from the *coulisses*——'"

"But I was not in the *coulisses*," said Déjazet, "I was on the stage."

"True. The article says 'from the *coulisses* of his or her theatre——'"

"But my theatre is the Théâtre Français, and this was at the Opera!"

"True again, Mademoiselle; so the prison question falls to the ground. But I maintain the fine—with a slight modification. You will do me the honor of allowing me to pay you a visit, and we will talk a little about music."

"With pleasure, Monsieur," replied Déjazet; adding archly, as she left the room, "and a good deal about 'La Princesse de Babylone!'"—*London Society.*

JOHN SELDEN.—Selden's company and conversation were courted by all his contemporaries, though his habits and sentiments were a puzzle to the age in which he lived. An Erastian in church politics, a moderate in secular politics, he was the most learned theologian of his age, but was unnaturally indifferent to dogmas. Some thought him a scoffer, an *esprit fort*, and detected his skepticism in the unsparing wit with which he treated ecclesiastical questions. He was charged with friendship toward Hobbes, while others said that he had an infinite distaste for the Malmesbury skeptic. That he did not sympathize with the theory of government which Hobbes promulgated is clear, for Selden's public career was in distinct opposition to the absolutism which Hobbes commended. Besides, the adage which he wrote in every book of his library, "Liberty in everything," was designed by him to indicate that complete toleration for all innocent opinions and all innocent practice is, and should be, a fundamental rule of social life. A tall, handsome man, with oval face, gray eyes, small head, prominent nose, with lines of strong humor about the mouth; Selden was always reading, or writing, or talking, for he was very accessible, and always ready to illustrate any topic on which people conversed in those days by his wit and experience. He had his Boswell (not, indeed, a personage so unique as the Scotchman who devoted his life to Johnson, and who was at once so supremely ridiculous and so signally successful) in an amanuensis, one Richard Milward, whom he engaged during the last few years of his life, and who noted down some of his patron's comments on men, things, and social institutions. The collection was published some years after Milward's death, under the name of *Selden's Table Talk*, the title being taken from that voluminous folio in which Luther's conversations are said to be recorded. The book has its defects as well as its merits. The notes are often taken hurriedly and even carelessly. Some of the memorabilia have no point, a few are almost unintelligible. But, on the other hand, all are genuine attempts to reproduce conversations which Selden never thought would be recorded. Most indirect autobiographies are suggestive of posture. Johnson knew what Boswell was about. Pope wrote every letter under the conviction that it would be published. The people whom Senior met knew all about his journal, and occasionally, it seems, talked to order. But Selden's conversation was impromptu.—*Temple Bar.*

WADS.—In social life success depends upon the proper adjustment of wads. Take dress, for example. How often do you see the effect of an expensive and otherwise tasty toilet marred by some slight defect or anachronism. Observe the meeting of two of those whom a vile rhymer in these pages has described as

"Dear woman! who divides our joys
And trebles our expenses."

You will see each one sweep the other with a quick, pitiless glance from the hem of her robe to the topmost twig of her bonnet; and if that glance darts upon and fixes at some particular spot, be sure that there a misplaced wad has been detected! A little hole in a glove, an attempt to disguise last year's hat in this season's trimming, an interpolated breadth in a skirt, a glimpse of some mystery of underwear that is not quite as fresh as it might be; some speck upon the sun which is imperceptible to male vision stands revealed to woman's quicker sense, and up goes a little smile of triumph on the one face, and the other assumes an expression which sitting upon an ant's nest might produce. Do you not count among your acquaintance people who give you a very good dinner, and yet spoil it by bad service or inferior accessories? I have, at a pinch, drunk champagne out of a pomatum-pot, but that is no reason why I should not have a bright, shapely glass when I am within the pale of civilization. In the science of dining, the wads are all-important. I can make a shrewd guess at the character of a house in this respect by an examination of the cruet-stand. If that give evidence of daily attention, be sure that you will be well, if plainly, treated. You will have the best within the means of your host; but if the mustard-pot be smeared in brown patches, if the Worcester sauce be mud, if there be no stopper (but a fly) in the oil-castor, and the anchovy sauce be caked round the neck of its flask, then, if you be wise, a previous engagement will deny you the pleasure of dining at that house. When that house gives a dinner it is a thing of flurry and confusion, of vanity and vexation of spirit. The first arrival will find a half-dressed child howling in the hall. The viands prepared at home will be alternately raw or overdone. The lid of the salt or pepper box will have fallen off when the soup was being seasoned. The things from the confectioner's will be cold. The man from the greengrocer's and the natural male domestic will quarrel audibly. Your Château Margeau will be poured into a glass fluffy with the fibre of a cotton cloth, and you will be lucky if you are not served with a wiped knife when the game appears. Half of this vexation would be avoided by a similar reduction of the variety, and the rest by a careful attention to wads. Let your servants see that a fuzzy glass and a wiped knife are good enough for you when you are alone, and how shall your guests escape?—*Temple Bar.*

SUMNER AND BROOKS.—Mr. A. B. Johnson, in his interesting *Recollections of Charles Sumner*, thus speaks of the Senator's feelings toward his assailant, Preston Brooks: "He was now able to converse; but he was quite reticent on the subject of the assault. He seemed calm and unexcited. His only expression referring to the matter, which I can now recall, was a reply to a sort of an 'I-told-you-so' remark—when he said, 'I could not believe that a thing like this was possible.' I have often heard him speak of the matter, but this is the strongest phrase I ever heard him utter. He never denounced or spoke ill of his assailant; he never characterized the assault. He often spoke of his injuries, or referred to the period when he received them; but if they had been inflicted by a railroad accident; if the assault had been made by a mad bull in the street; if he had been knocked down and run over by a runaway team, he could not have spoken of the direct cause of his hurts with less feeling. He betrayed no resentment toward Brooks by word, written or spoken. When friends, by whom he was immediately surrounded, threatened vengeance, he said nothing, or else gave them so unequivocally to understand that he would have none of it, that such talk ceased in his presence. He would take no part in the legal proceedings instituted against the conspirators. When subpœnaed to attend the court before which they were tried, he replied from Silver Spring, Francis P. Blair's country-seat in Maryland, that he was not only unable to respond, because of his physical condition, but that he declined to take any part in the prosecution not legally required of him. It was not that he did not comprehend the extent of the injury done him. Far from it. His injuries had made his life a burden. Previous to the assault, he had scarcely known a day of illness; after it he scarcely knew a day of health. It was not that he was of a peculiarly forgiving temperament. It was rather from the sublime austerity of his nature. It was slavery that had done this. Brooks and his confederates were but tools in the hands of slavery. For them he had no more

THE TURF.

HORSES AND HORSE-RACING IN ALL AGES OF THE WORLD.

Few can sit in the street cars in warm weather like the present and witness the efforts of the horses at all hours, morning, noon, and night, to prevent the business of the City from coming to a deadlock, or take the "Olympic dust" of the Harlem road "in a curricle," or see with suspended breath from the aristocratic circle of the Jerome race-ground a whirlwind of horses go by, without an inclination to talk horse in some manner, as a kind of acknowledgment to those laborious and willing helps, companions, and accomplices of mankind. The companionship of the horse was always a test of human civilization. They who had most horses had most brains, most refinement, and most glory, and the lovers of the animal were more brave, more rich, more wise, more everything, than those of the non-equestrian order.

From the very earliest times horses were the friends and comrades of men, as may be gathered from the most ancient writings in the world—the Hebrew. The thirty-ninth chapter of Job contains the finest horse lyric in all literature—"Hast thou given to the horse strength—hast thou clothed his neck with thunder?" In the Pentateuch there is a mention of horses as belonging to the Egyptians, who had always corn enough for them—save in the days of famine, when they were obliged to bring them to Pharaoh's Chancellor of the Exchequer, (Joseph,) in exchange for something out of the granaries. Those Egyptians afterward rode their horses in pursuit of the Israelites at the time of the exodus, as may be read in the Song of Miriam. The Israelites never loved the horse. When David took the horses of a King of Syria, he had them hamstrung. But his wiser son, so remarkable for his ethnic propensities, kept a strong cavalry force in pay, and handled it effectually in his campaigns of Damascus and the Euphrates. In ancient Hebrew speech, the term for horse had an unpleasant kind of double meaning, and this might have caused the priestly dislike of the animal. But the best reason was, probably, the hard, ridgy nature of a small country with very little pasturage. The Assyrians, dwelling on the broad riparian levels of Mesopotamia, kept horses, as may be seen from the remains brought to light at Nineveh and elsewhere by Layard and others. The Greeks loved horses, as is evident from the fine friezes of the Parthenon, and in so many passages of their heroic and lyric poetry. They made a horse the symbol of their poetry, giving him wings to fly, or at least to help his legs on the ground. The King of Elis, who kept a large stud for racing purposes, (he deserves to have his name mentioned—Œnomaus,) gave out that the sire of the whole stock was originally Wind. Achilles had a beautiful span of "storm-footed steeds," got by Zephyros, from the famous flying mare Podarge, ("Hasty-foot.") The Romans, who imitated the Greeks in most things, especially in the aspirations of war and poetry, were also lovers and masters of the horse, and it must not be forgotten that one of the twelve Cæsars, (Caligula,) made a Consul of his favorite charger—a good Morgan enough, no doubt, in those high and palmy days of Cæsarism. The republican Romans loved to fight on foot; but in the imperial times they used the horses (and men, also,) of Gaul, Britain, Spain, and Thrace to carry the eagles as far as the Araxes and Parthia, where, under hot suns, they had to deal with the swarming cavalry of the eastern kings. How those conquering Orientals loved their four-footed companions it would be easy to show. The Arab of the desert has always treated his horse as if it was his child and a member of his family. Even when he has no genealogy of his own he preserves that of his horse. Ask him for his "Book of the Peerage," and he will show you the "Racing Calendar" of the desert. He counts a pedigree for 500 years, and ranges his beloved quadrupeds in six grand ranks, and blazons them the Anaze, the Kochlani, the Sabi, the Melki, the Nijdi, and the Dgelfe—names as soft and musical to his ear "as is Apollo's lute strung with his hair" to the Feringees and the rest of mankind. Among the good points of Mohammed's character (though omitted by Max Müller and other universalists in their corrected estimates of the man and his religion,) was his love of horses. From his grand stud he wished to pick out the best sires, and began by keeping them all without water for three days. Then they were driven to the tanks, but as they were about to drink the battle-charge was sounded by prearrangement. Whereupon five horses of the thirsty squad turned and ran toward the trumpets. These became the patriarchs of the great Koreish blood, and were in their day what the noble "Orloff" race is in Russia at present.

The horse was, in fact, a war companion at first, and never employed in any work of peace. He was a lord among quadrupeds and an equal among lords, and he left plowing to the ox. Horace, the Roman poet, laughs somewhat at the idea of the ox wishing for a war-saddle, and a horse wanting to pull a plow: *Optat ephippia bos piger, optat arare caballus.* In ancient days no horse was mutilated, and he must have been something of a trouble to his friends as well as his enemies. The onset and melée of such fierce, full-blooded animals must have been very terrible, and the charges of our light brigades are rather tame affairs in comparison.

Curiously enough, those horses of old do not seem to have carried saddles, bridles, shoes, or stirrups. None of these is visible in the ancient sculptures, Greek, Roman, or Assyrian. In early ages there were no hard roads to damage the hoofs of war horses, and their backs, unworn by harness, would be much easier to sit on than those of modern animals. But in time they must have got both shoes and saddles. Leo, the Greek, (of the ninth century,) quoted by Beckmann, says the *selenaia* of horses were of iron and had nails. As regards saddles and bridles, common sense must have suggested them almost from the first. A sheep-skin (woolly side up) would make a very good saddle for the most ignorant barbarian. Xenophon laughed at the Persians for making their saddles as soft as beds. As for shoes, Suetonius says Nero had them of gold and silver for his own horses—like the gallant Young Waters in the Scotch ballad. Stirrups, the least needed, were probably the last invented of these four equestrian appliances, though it is very hard to fancy how the ancient riders could strike out properly in battle without supports of the kind. We are wrong, perhaps, in relying so much on the works of those old sculptors, who, as artists, probably thought more of the animals than their trappings.

In more modern ages the horse played a strong part in the history of the Keltic nations—those, that is, of all Western Europe. The Gauls, Germans, and Britons used war-chariots, like the Hellenic races, and this was a fashion rather favorable to the cause of woman's rights in those ages, as allowing the queens and chieftainesses of men to advance into battle gracefully, with a short, steady plank to stand on. And yet they might not have actually needed such a thing, since in former times the girls were taught to ride like the boys, and did ride so, generally, for the rest of their lives. They do so still in some parts of the world. A late traveler in Norway tells how a young woman "riding on a pony," in that same style of equitation, acted as his guide in helping him to ford a river. When the classic Amazons rode along with their husbands into an engagement, they had no side-saddles; and such things were not thought of for ages. It was Anne, wife of English Richard II., who first introduced them into England. The Keltic war-saddles were, at first, very simple things—a sheep-skin or a wad of straw. The Irish, who kept the old customs longest, rode into battle on shank-pillions, with a bridle of thong fastened round the horse's muzzle. Spenser saw those shank-pillions, (without stirrups,) and, being a poet, admired them for their simplicity in allowing the rider to leap easily into his seat, while the horse is at speed, "by which he gaineth way," that is, loses no time.

In the middle ages the horse was an aristocratic as well as a military animal, and indeed all the more necessary at a time when gentlemen swathed themselves in iron very heavily, "for fear of getting hurt," and could never think of fighting on foot under such distressing protection. The horse, then, became the symbol of social distinction, and we are told that the nomenclature of nobility and courage was derived from him in the single word chivalry, though it must be noted that the same term bore also another signification—that of championship and war, and the philologers will have to "settle the difference" at some time or other.

When the more peaceful habits of men—encouraged by the use of gunpowder—had made the horse less necessary to the pride of his rider, people began to think of using him as a race-horse, to make a gentlemanly distinction in another way. Horse-racing was a very old fashion, as may be gathered from the literature of the Greeks and Romans. Even in old Irish manuscripts, written at least 800 years ago, we are told how Fingal and some of his heroes went above the country matching their war-horses against those of other toparchs, and sweeping up stakes occasionally. The fashion was followed in most European kingdoms, and it would seem that the animals sometimes ran without jockeys, within the limits of certain marked spaces. An evidence of this was recently in existence—and should be still if the "sub-Alpines" have not changed all the good old customs of the Pontificate—that, namely, of the Corso horse-race in Rome. In this the competitors ran without riders along a street, knowing apparently what they were about and expected to do, and straining every nerve to get first to the winning-post. Victor Emmanuel will maintain those hilarious urban horse-races if he loves Italy.

Horse-racing began in England in the time of James I., a man who brought a good many European ideas into the close order of English polity and progress. His son and grandson encouraged the custom. The Byerly Turk became patriarch of the Highflyer blood; the Godolphin Arabian produced the Matchem family, and from the Darley Arabian came the miraculous Flying Childers and the race of Eclipse. From that time to the present, as all sporting people are aware, horse-racing has been the proudest and most popular amusement of the British Isles, and the noble and rapid quadruped is as much a sign and a necessity of the aristocracy as ever he was in the days of the Godfreys, Plantagenets, and Montmorencies. Without him, how should the gentlemen of England be able to live their lives? They would have to fall back on the cock-pits and bear-gardens of the good old times. The hunt is to be classed with the horse-race, and by reason of its frequency nearly equals it in aristocratic interest. On the whole it may be said that the horse, not the lion, should be the *parasemon* of England, as he is, very happily, on the ancient escutcheon of Hengist and Horsa.

The history of the horse in latter times is everywhere luminous with names of high account and interesting incidents, historic or otherwise. But we can only glance at the American horse, improved as he has been and promising to become of still greater social importance in spite of his counterpart, the great iron demiourges of the railway lines. In the middle of last century, the first recorded thoroughbred in this country was owned by Mr. Ogle, Governor of Maryland, and Col. Tasker owned Selma, daughter of the Godolphin Arabian. Maryland owned this priority, of course, to her nobleman, Lord Baltimore. Virginia, Carolina, Kentucky, and Tennessee followed this example, and the race of thoroughbreds was greatly increased. At the close of last century there were small race courses at Newmarket and Jamaica, in the neighborhood of New-York. In this State, however, the sport died away in a great measure till 1856, when a jockey club was established in this City, and a new course laid out on Long Island. New-Orleans has been more distinguished as a racing locality than New-York, and Mr. Ten Broeck, of that city, has done much to make the training and jockeyship of this country respected in the English sporting world. His horse Lexington ran four miles in 7:20, and Kentucky, son of Lexington, ran the same distance in 7:31.

Of the common horses of America the "Morgan" sort have been considered the best. Their ancestor was a horse belonging, over fifty years ago, to Mr. Justin Morgan, of Vermont, who gave out that he was of good English blood, the blood of Black Hawk, Ethan Allen, American Eagle, and other excellent horses. But the chief distinctions of this country in equine matters are the power and performance of the trotting horse—as racy of the soil as the cocktail or mint julep. The English were in the habit of laughing at what they called the Irish trot. But they are in no mood to laugh at the American article. The fashion, as a sport, was taken up in England in 1791, the courses run being from ten to sixteen miles. Boston Blue, in 1818, was the first American horse that trotted for a stake, doing his mile in less than three minutes. In 1825 the New-York Trotting Club was formed, and a course made on Long Island. Messenger, foaled in England in 1781, the ancestor of our best trotters and some of our best racers, was brought to New-York by Mr. Hengor and sold to Mr. Henry Astor. He died in 1808. Among his descendants have been Black Hawk, George M. Patchen, Hiram Woodruff, Ethan Allen, Bashaw, Plato, Hambletonian, Lady Thorn, Flora Temple, Dexter, and a gr at number of other remarkable trotters. The speed of our trotters has been increased, so that instead of getting along at the antediluvian rate of three minutes, they now go it in two minutes and twenty seconds—a great saving of time, no doubt, where time is of such consequence in a fast age, and where it has the proverbial value of money, especially in the cases of these trotters. Flora Temple, at the age of fourteen, drew her light wagon a mile in two minutes and twenty seconds. But her renown has been eclipsed by Dexter and one or two others, who did it in about two seconds less.

The performances of our thoroughbreds must at all times be very interesting in a popular way. But the training and management of them are in a great measure under what may be called a forcing system. The English race-horse, produced by crossing from the original Arabian breed, has not the stamina of his ancestry. A week's rapid journey in a desert would kill an English or American highflyer, but it would leave the Bedouin's companion nearly as fresh as at the first. Racers are at present cultivated for their single quality of speed. They are put to work too soon, and fed with corn at two years old, or even a year and a half; very different in these respects from their ancestors of a hundred years ago, who were allowed to rough it in the pasture till they were five years old. That was the treatment of Childers, Eclipse, and the rest, who did not run before that age. The best judges know that our modern thoroughbreds who begin to run at two years are, as a general rule, greatly inferior to their progenitors in lungs, legs, and other parts of their bodies. But sportsmen naturally desire to make time and go fast. They will not throw away three precious years merely to buy stamina and secure results to be felt a score of years hence. Speed, supernatural speed, makes all the life and glory of equitation, the inspiration and poetry of horsemanship, and may therefore be considered fittest for all the purposes of the sporting world. At the same time it must be a consolation to think that the fate of our best horse-flesh may not be entirely in the hands of the mere sportsmen. Their love of the horse has greatly influenced the million who use horse-flesh for useful work and rational enjoyment, and who, untouched by the frenzy of fast going, wish to have animals of the best blood under their wagons, knowing that good blood can be turned to a good purpose. The results are visible every day, and can be best noted by those who remember what draft-horses were forty or fifty years ago. They were then a very inferior set of animals, both in appearance and action. At present you can see in the streets fifty light-pacing, well-fed, handsome horses under wagons, for one creature of the old description. Indeed, except under the vehicles of the laboring class or the street cars, one seldom sees that inferior type of animal. And this is the excellent result which must be taken as a fair set-off against the defects and deficiencies of horse-management as carried on by the fast men of our sporting circles. Every corner grocer can "better their instruction," and he generally does so, as may be seen in our beautiful City parks or thoroughfares on most of our Summer afternoons.

SYRACUSE UNIVERSITY.

For a number of months past the Board of Trustees of Syracuse University have been seeking a site for a building to be devoted to the medical department of the University, and their decision has just been made. The site selected and purchased is the property on Orange street, Syracuse, known as the Jason Hoyt property. The location is a convenient one for the various requirements of the department. The lot is sufficiently large to admit of the erection of the needed buildings, including a hospital, which is to be connected therewith. The price paid was about $18,000. Possession is to be given the 1st of May next.

AN ORIENTAL IMPOSTOR.

THE PSEUDO RAJAH OF BURDWAN.

The dusky regions of the Great Mogul have been, from the nature of their inhabitants, prolific of impostors; but the accounts of most of these rest merely on Indian tradition, proverbially untrustworthy. One, however, which is in many respects so exact a parallel to the late Tichborne case as to excite surprise, rests upon evidence recorded in an English court, and, as it is one of those remarkable cases of imposture where by means solely of evidence of personal identity the claimant has almost succeeded in spite of the plainest opposing facts, we will give a brief abstract of it.

The explanation of the numerous cases of personation which we find recorded among *causes célèbres* is the prize to be won, which is usually very great, either a kingdom or a large estate. In the present case the prize was certainly well worth the struggle in which the claimant engaged in his effort to obtain it.

About seventy miles from Calcutta, on the banks of the sacred Ganges, there lay in 1835 the Zemindarre, of Burdwan, a magnificent property yielding about £200,000 a year, and containing a splendid palace, surrounded by a lake and garden supplied with every luxury that India can exhibit, and giving to its proprietor the noble title of Maharajah.

In the year 1820 this princely estate was the property of Tej Chunder, Rajah of Burdwan. Being advanced in years, he about that time, in accordance with a common Hindoo custom, invested his son Pertaub Chund with the estates and the title of Rajah. The young Rajah is described to have been rather a wild young fellow, and in his love of wine and wassail little restrained by the straight-laced tenets of Hindostan. In person he is represented to have been of singularly comely aspect and dignified presence. His early excesses had weakened his constitution, and when shortly after he had been invested with the estates and title, he was taken ill with intermittent fever; he sank rapidly. In about two weeks he had grown so feeble that his end was felt to be near at hand. Even the European physician who attended him declared there was no hope. He was then, according to Hindoo custom, carried to the banks of the holy river at Culna, laid on the ground on his stomach, with his toes in the water to allow his spirit to pass away, and, as several witnesses swore at the subsequent trial, taken up dead, laid upon the funeral pyre, and with the usual cremation ceremonies reduced to ashes. The few remnants of calcined bones left were collected, deposited in a hall of the palace of Burdwan, and a monument erected over the spot.

In due time the old Rajah died and was succeeded by an adopted son, one Martab Chunder, during whose minority the regency was held by his father, Praun Baboo. This was the state of affairs in 1835. Since the solemn rites had been performed on the banks of the Ganges, nothing further had been heard of the young Rajah, and no doubt scems to have been felt as to his actual decease. Three witnesses, however, testified to having heard a *bazaar rumour* as to his being still alive, but in that land of mystery and marvel such was a common occurrence, and did not attract much notice, although it is possible that it first suggested to the claimant the idea of getting possession of the Burdwan estates.

About 1835 a person suddenly made his appearance in the adjoining district of Bancoorah and giving out that he was the deceased Pertaub Chund, soon found himself supported enthusiastically by a large party of Bengalees. It is said that he used to be known among his adherents by the significant *sobriquet* of "Aluck Shah," which being interpreted, signifies "Invisible King." The natives, ever delighting in the marvelous, are no doubt charmed with the wonderful history he gave of his adventures, than they at once gave credence to the strange tale. In the district of Burdwan, and also in some of the neighboring districts, there existed, for some reason or other, great dissatisfaction and hostility toward the Regent Praun Baboo, and this contributed in no small degree to render the claimant's cause highly popular.

Unfortunately for himself the excitement which existed gave a handle for the institution of a public prosecution against him. He was arrested at Bancoorah, and tried for disturbance and breach of the peace. He was convicted, imprisoned for six months, and bound over to keep the peace for a year. This, however, did not damp the ardor of himself or his disciples, and his popularity daily gained him adherents among the better class of natives. What, however, added greatly to the strength of his claim was the support he now began to receive among Europeans of wealth and respectability, who from time to time advanced him large sums of money to assert his alleged claims, and with whose advice he commenced an action in the Supreme Court of Calcutta to recover the estates. One or two respectable journals also espoused his cause.

Here he, unfortunately for himself, made another miss-step. Two sisters of Pertaub Chund were still alive, and as they were living on disagreeable terms with the Regent, they were naturally anxious to see their long-lost brother. He, therefore, resolved to make a visit to Burdwan, interview his sisters, and hoped of course that they would recognize in him the young Rajah they had so long mourned as dead. On this excursion he was accompanied by Mr. William Dalrymple Shaw, his attorney, a gentleman of high standing in his profession, and in the community at large. They were accompanied, however, by a miscellaneous and rather uproarious cortège of natives, some three hundred in number, and the Magistrates in the vicinity becoming alarmed, called upon Government for aid. The party was accordingly set upon as disturbers of the peace by a detachment of Sepoys, shots were fired, and his skill in diving alone saved the pseudo Rajah from their bullets. He was taken prisoner, with a number of his followers, and committed for trial at the Hooghley Sessions Court, and this prosecution came on to be heard before the civil action.

The case for the prosecution was simple and strong. Eighteen years before, the young Rajah had died in the very presence of living witnesses, and had by their hands been placed upon the funeral pile and his body consumed. Here was no question of departure to a distant colony, or of years spent somewhere across the ocean, in the plains of Australia or the pampas of South America. There was no doubtful disappearance of the heir in one vessel on the high seas and his rescue by another. But strong and simple as the case was, it was well that the prosecution did not confine themselves to proving that the claimant could not be the young Rajah. Had they not also succeeded in showing who he really was, the wonderful array of evidence of identity which he produced would probably have brought him through in triumph.

In the first place, he sought to discredit the evidence of those who testified as to his death, showing that the cremation ceremonies took place at night, and that the perfect concurrence of their stories as to all the petty details of the proceedings arose from the fact that the religious rules of the Hindoos prescribed an exactly similar form in each case. He then unfolded his own marvelous tale, which was as follows:

Certain transgressions and delinquencies—sins of commission and omission—perpetrated in the hey-day of youth, lay like a millstone upon his conscience, and he resolved to banish himself from his princely home by way of penance and expiation. He therefore feigned illness, and when he was brought to the banks of the Ganges it was arranged through the connivance of the officiating Priest (since deceased) that the bystanders should withdraw in order that he might offer up his soul to heaven. Thereupon, taking advantage of the darkness of the night, and while the weeping crowd were deluding themselves with the idea that the last rites were being performed, and that the perturbed spirit of Pertaub Chund was about winging its flight from earth, he dived into the stream. He was received into a boat and hurried off, leaving behind him a large chest filled with shells, which the bystanders reduced to ashes under the impression that it contained the corpse of their young Rajah.

After his evasion, he became a *fakeer*, and on a holy pilgrimage wandered through the vale of Kashmeer and amid the distant sources of the Brahmaputra.

At the trial—as it was a criminal action—he could not testify in his own behalf, and therefore made no effort to prove his version of the actual disappearance, but relied entirely on evidence of personal identity, and the mass of proof of this nature which he brought forward was far greater than in the Tichborne trial. The witnesses came forward in whole platoons. Three hundred and seventy-two Hindoos swore most positively that he was Pertaub Chund. Far greater weight, however, was placed on European testimony, and here the claimant was equally successful. Eighteen unimpeachable witnesses, some of whom had known Pertaub Chund for years before his death, swore to the claimant's identity with him. Among these was a man who had lived twelve years in the young Rajah's service. The strongest testimony, however, was given by a surgeon of the Thirty-seventh Madras Infantry. Eighteen years before he had attended Pertaub Chund, whom he had known for years, and whom he had brought safely through the attacks of several diseases; he had watched him for two weeks through the different stages of the fever, and had at last given the case up as hopeless. He had informed the attendants that their young lord could not live, and in consequence of this fiat his body had been carried to the Ganges to enable his spirit to depart in peace. Now that he was confronted with the claimant he examined him carefully, and testified that he was so perfectly identical with the Pertaub Chund of eighteen years before, even to marks, with which the witness was perfectly familiar, that the least unlikely hypothesis was that he himself had been mistaken in his diagnosis, and that the claimant's story was true.

So strong a case did the claimant thus make out that had not the government been able to bring forward a respectable number of witnesses to show that he was one Kisto Lall, and to trace his history back for twenty years, it seems probable that he would have succeeded in possessing himself of one of the richest zemindarrees in Hindostan.

PARIS FASHIONS.

HALF-MONTHLY REPORT—FIRST FORTNIGHT IN JULY.

From Galignani.

The numerous social gatherings given last week in Parisian circles were both bright and animated. The ladies' toilets were mostly composed of cream or gray colored soft silks, or muslins gathered perpendicularly and mixed with silk. Plain velvet petticoats in very light colors, such as maize, currant, or blue, are worn under fluffy tuniques, ornamented with lace insertion sewed on diagonally.

The sleeveless jacket, a fichu that is crossed over the chest, and an apron of one of the two shades selected for full dress are the newest additions. The two latter admit of a great variety of trimming. The jacket is always plain. One of the most elegant toilets seen in the President's stand last Sunday was a mauve in two colors, both of a peach shade. The cuirass bodice was of white velvet, covered with white jet embroidery; the hat, a broad-brimmed Leghorn, trimmed with plumes. The front was a large diadem of peach-colored mallows, with clusters of mignonnette between.

Ermine and swansdown circulars having been seen at the races, many inquire if it is a new fashion to wear fur in June. Ermine never has been totally discarded in Summer; this regal skin has always had the privilege of robing officials on all state occasions, and ladies wear it under gas-light even in August. Ermine, diamonds, cashmere, and lace are regardless of seasons, but it is not fashionable to wear fur garments because ermine or even sable circulars fill the back of carriages and are thrown over the shoulders in rough July weather. The introduction of swansdown is due to that of feather bands and borders. The choice of velvet for underskirts in Summer is of very recent date, but certainly in accordance with the altered temperature. Another observation worthy of note is that the coarser the straw the more fashionable the hat, though as yet those very coarse straws have not been worn for visiting; only on the drive. They are made with high crowns, broad brims lined with colored silk and turned up on one side with tufts of flowers or feathers. The other rustic piece of head-gear is the Warens—a protecting brim this; it shades the face and brow, and stands up on the top of the chignon. It is made of Dunstable in two colors, and is intended to reproduce the style of the hats seen in the engraving which represents Jean-Jacques Rousseau culling cherries in a tree for the ladies who stand beneath to catch them in their outstretched aprons. The chapeau Warens is plain, and therein lies its charm and rusticity.

Gimp and jet are very prominent features on every description of mantle and scarf. The designs are very rich; the newest is called the water drop. Blue steel and steel beads are used for embroidery on white lace and velvet.

No novelty in polonaises. The navy serge costume is replaced for yachting, seaside, and continental traveling by *limousines*. The ground of these is always sepia, the stripes are brick, orange, blue, or green, sometimes streaks of all these colors close together in one stripe. The bodices are close to the figure, the back of the skirts is made of alternate flat loops of velvet and limousine, so as to form a succession of wide flat bows. The front width is plain and drawn back.

Serges, all wool, called cachemire de l'Inde, are made in lovely half-toned shades, such as slate, mouse, dead turquoise, tendre, gris Rosey. Softness in the selection of material and shade appears to be most desirable for the July fashions. Undressed hollands for morning wear are even preferred to the glacé. There is, however, one very conspicuous color, and strange to say it is in great favor for bows ou ecru, buff, and lemon. It is called sang de bœuf. Another somewhat extraordinary mania is for tulle ball robes made of that doubtful claret color called lie de vin. It lights up well, but requires to be worn by ladies of elegant figure and quiet demeanor, especially when covered, as some of these dresses are, with a shower of sweet peas in all colors.

The novelty in jewelry this month is transparent enamel. It is much used for the mounting of diamond stars, diamond pins for the hair, and diamond ear rings.

AN ENERGETIC BENGALEE.

Notwithstanding the endeavors of the British Government to diffuse an English education and Western ideas among its Indian subjects, it does not seem to have been quite successful in softening the mind of the native Bengalee student, if the following uncomplimentary letter can be regarded as a specimen of the representative feeling. The letter was addressed to a Calcutta daily paper, generally distinguished for its advocacy of native rights and privileges:

SIR: Worst of Englishmen and pest of England, if you are an Englishman and born in England or in any other part of Great Britain! Every Bengalees mind will be burnd with indignation when he will read your malicious article you have written referring Baboo Surandra Nath Banerjee in which you have insulted and attacked the whole and all class of English knowing Bengalee. My blood runs hundred times faster in my body than ordinarily, but I regret that I am yet a lower class student in a English school. I am ready to give my head if in return can take yours. Although a young boy I wonder how a man with all his bookish knowledge of the nineteenth century can be void of all sense, justice, and truth. You are certainly a black sheep. We have no other consolation but to wait with patience for a time like massacres at the Calcutta black-hole and the same at Cawnpore, in the time of mutiny in 1857. I am grieved to hear my learned countryman talk that you and some other dam Europeans, who are also paper writers, are the chief cause of the malicious feeling between the Bengalees and the English; otherwise, many of the English men are good. Worst you are, and shame be to you, and everlasting damnation be to you, that you are doing all injury with your every flesh and limb to our country, although you are boasting its air, eating its bread, and enjoying innumerable pleasures, happiness, and enjoyments. You do not know how my elder brothers pained when you insult them. By your treatment we are obliged to think that our life will be sacred if we can die by taking the life of any such a dam man as you are. The burden of Government we can bear with some difficulty, considering our helpless position, but the malicious reproach and insult of the English paper-writers we cannot bear. We even wish that God may destroy India at once, than to keep it in this lamentable condition. What is your position in England? A lord, a bishop, or a marquis? I know not what you could, if you were any one of these. May gracious and just God destroy wholly the blood from whence you have sprung, and may he throw you and all your relatives and skins in one place of the hell for ever and ever.

EXAMINATION OF COAL MINES.

During the last session of the Pennsylvania Legislature, a resolution was passed authorizing the Governor to appoint three commissioners to examine into the condition of the bituminous coal-mines of the Commonwealth, in regard to ventilation and drainage, and report to the next Legislature. Gov. Hartranft has appointed Messrs. Augustus Steiner, of Pittsburg; John O'Neil, of Jefferson Township; Allegheny County, and John Archibld, of Mercer County. Of the commission and its work the Pittsburg *Commercial* says: "Mr. Steiner is well-known among the miners of Western Pennsylvania, has a thorough practical knowledge of the business of mining, and has given the subjects of drainage and ventilation much attention. Mr. O'Neil is a practical operator, and well fitted for the duties. Mr. Archibald is a stranger and we cannot speak knowingly of his qualifications. The resolution under which this Commission is created was passed in pursuance of petitions from numerous coal-miners in the bituminous regions, setting forth that they have been suffering to a great extent, both physically and mentally, while following their daily avocation, from an inadequacy of proper ventilation and drainage of the mines. It will be the duty of the Commissioners to carefully and fully investigate the present condition of bituminous coal-mines, and ascertain whether the same are properly ventilated and drained, together with such other matters connected therewith as are calculated to preserve the health and secure the safety of persons employed therein. The commission has already organized by the appointment of Mr. Steiner as President, and as soon as he can arrange a plan of operations work will be commenced. They propose to begin in Beaver County, and go from thence to Lawrence and Mercer Counties, finishing up in the north-west before returning to Allegheny. The work is limited to 100 days, and the compensation is $5 per day, with incidental expenses."

YACHTING.

A CRUISE IN THE PHANTOM.

From Our Own Correspondent.

NEW-LONDON, Tuesday, July 7, 1874.

"There she lies, the white Maltese cross on the dark blue!" we all three exclaimed together as we stepped on to the pier in Whitestone harbor. It was a lovely afternoon for sailing up the Sound—a bright sky and a fresh breeze from the north-west—and the prospect of enjoying a week's cruise East was no little enhanced as we saw the Phantom, with her graceful lines and generally trim look, riding leisurely at anchor some two hundred yards away from us. "Boat ahoy, Phantom!" was quickly answered by Mr. William Henry Osgood, the genial and hospitable owner of the Phantom, and a boat at once started to fetch us off. After the regulation "how d'ye do" had been got through, and inquiries after this and that person had been hurriedly made and answered, Mr. Osgood gave his Captain instructions to weigh anchor at once, and make all sail for this place, thinking New-London would present all desirable opportunities for duly celebrating the Fourth of July. By 4:30 we were clear of the harbor and were running about ten miles an hour, with a fresh breeze. But I must say something of the Phantom herself, being, as she is, one of the finest yachts in the New-York squadron. The Phantom was built by Joseph Van Dusen for Col. Stebbins, and was launched just nine years ago. She is 150 tons; is 104 feet long, 25 feet beam, and has 7 feet depth of hold. She is a centre-board boat, and, in the stiffest breeze, is remarkable for her steadiness. Certainly I never sailed in a steadier-going boat. This is mainly owing to her great breadth of beam. Viewed from the bow-sprit she has really a swan-like appearance, and sits on the water like a swan. The Phantom, while being a splendid and very fast sailing boat, thus affords every opportunity for roomy staterooms and berths, and a cabin more resembling a boudoir than the living-room of a yacht, even in these days of nautical luxury. She is sailed by Capt. Peter H. Comstock, of New-London, who has been with her from the time she was first born or thought of. The Captain is a regular old salt, having sailed yachts for nearly thirty years. When Mr. Osgood purchased the Phantom, two years ago, he rather naturally retained Capt. Comstock to sail her.

It was, then, on board the Phantom and under the ægis of Mr. Osgood's hospitality that we—Mr. George Appleton, Mr. Sydney Appleton, and I—sought refuge from New-York at its very worst time—the Fourth of July—and started for an eastern cruise, in whatever direction and to whatever places the winds and waves might guide us. Only those who can walk the deck of a vessel at sea without feeling the qualms—I had very nearly said the qualms of conscience—know the delight of instinctively throwing back the shoulders, expanding the lungs, and drinking in the first good draught of fresh salt air of the season. Saratoga is a fool to it; Long Branch cannot compare with it; Newport knows very little about it. You must be out, away from the land, in order to thoroughly appreciate a sea breeze and laugh in true orthodox style at Dr Johnson. "Dinner will be served at 6, gentlemen," said the steward, as he offered the customary temptation of sherry and bitters. Candor compels me to record that we were all weak-kneed, in spite of the bracing and appetizing breeze. But we were only ordinary mortals, and the unsavory taste of city atmosphere and dust had not yet left our degenerated palates. We actually thought, too—we tried to think—that we were only paying a compliment in advance to Mr. Osgood's "Doctor," (all cooks on board yachts are called "doctors,") by thoroughly preparing ourselves for the savory dishes of the preparation of which a walk forward, every now and then, unmistakably informed us. I must say in our favor that, hungry as we were, we were loathe to leave the deck when dinner was announced; for after passing Fort Schuyler and entering the Sound, the boat began to let herself out and went dancing over the waves at the rate of twelve knots an hour, as merrily as a school girl at her first evening party. Seated round the cabin-table, we all agreed that the "doctor" was just the physician to suit us; that the diet he prescribed was exactly to our liking, especially when washed down with the delicate and invigorating tonics which the steward ever kept at our elbows. Verily, a dinner in a yacht cabin surpasses the best efforts of Delmonico, and even the brilliant combinations and fermentations of the exigeant M. Pascal's little kitchen in the Passage Poissonier. But it must be admitted that it has many æsthetic auxiliaries. One fears an unusual effervescence of independence, a sort of "good-by and God bless you" patronage or pity for the active world, and a willingness, amounting almost to ardor, to distinguish oneself in the art of doing nothing. On such a boat as the Phantom, with its splendid walking-deck, cozy state-rooms, and luxurious cabin, (leaving the cuisine and the wine-closet out of the question,) one surrenders, with a cool, *débonnaire*, half-philosophical, half-defiant and whimsical air to the prospect of fogs, storms, calms, or anything else that is a component part in the *bête noire* of yachting life. On the present occasion what could I desire more than the companionship of so genial a host and two such cultured gentlemen as George and Sydney Appleton.

As we again went on deck the echo of many a laugh over a yarn or a story spun or told over the dinner-table followed us up the companion-way, and we were almost startled into silence by the scene, in which our little bit of *terra firma* was to us the panoramic centre. The setting sun shed glorious colors on the wooded shores and glistening bays of Long Island on our right, and seemed to deliberately envelop the Connecticut shores in a mantle of darker shades, varying from azure blue to the deepest purple, as a sort of curtain behind which to disappear with due majesty. And onward sped the Phantom, giving a realistic contradiction to her name as she swung to the breeze and cut through the water, dashing the spray over her bow, and yet as steady as a minister walking to church to deliver his regular Sunday sermon. On she sped past Glen Cove, Greenwich, Norwalk, Bridgeport, New-Haven, and then "the pale beams of the watery moon" took the place of the more gorgeous shades of the setting sun. You who were all anathematizing the heat in New-York can picture to yourselves, only too well, our enjoyment as the blue smoke of our cigars eddied away.

"The day is gone! ah, me! I love the day;
He cheers me with his warm and sunny light.
The day is gone! ah, me! I cannot stay
To mourn him 'mid the pleasures of the night."

We shall be in New-London by 3 o'clock. I hope the dropping of the anchor won't wake you all up," were Mr. Osgood's parting words as we reluctantly turned in. But, *l'homme propose et Dieu dispose.* After passing Faikland Island, the breeze which had thus far brought us flying to our destination began to fail, and when off the Cornfield Shoals it failed altogether. It was a lovely morning when the steward began to move around, but we were utterly and entirely becalmed—and that, too, within ten or twelve miles of New-London. However, a few pailfuls of salt water forward, dashed over one by the careless hand of a sailor, is a great invigorator and restorative, and we went down to breakfast in the best of spirits, the Captain evidently rejoicing in the fact that there was no chance of any sea-sickness for that day, at all events. Up to midday there seemed every prospect of our having ample opportunity of exhausting Mr. Osgood's stock of literature—in the way of novels, magazines, &c. It seemed as though the Phantom would never bestir herself again. But about noon a breeze from the north-east sprang up; we were soon off Fisher's Island, and, rounding the light-ship, we came into New-London Harbor with a flourish, firing a salute as we dropped anchor before the Pequot House. The piazzas of the hotel were soon occupied by the guests, for the Phantom is well known at New-London. We were soon surrounded by small boats, the occupants desiring to know if we wanted fish, clams, lobsters, vegetables, and—water. Water! Certainly not; for Mr. Osgood had just walked aft, and, with many apologies, had said: "Gentlemen, the sun has been long over the foreyard. Pray, do not think me remiss in hospitality. It is never too late to amend. Won't you take a glass of sherry or something!" &c. Well, like the Quaker, we all took, I think, the *something;* and then we went ashore to see how the folks at the Pequot House were getting on. Well, the folks at the Pequot House were busy celebrating the glorious Fourth, and their patriotism was exhausting itself in watching several of the unwashed attempt to climb a greased pole, and catch a pig that had been well painted with a coat of petroleum. Shades of Henry Bergh! To think that ladies in blue satin and point lace should so far forget their parlor dignity and their thin shoes as to run after a noisy crowd of boys in chase of an oily pig! It is only too true.

"'Tis true, 'tis pity. Pity 'tis 'tis true."

I wonder how many of their husbands and fathers are subscribers to the funds of the Society for the Prevention of Cruelty to Animals? But the clerk of the weather came to the pig's rescue, and saved the youth and loveliness of the Pequot House from a further loss of feminnie dignity. A thunder shower, which had crept up unnoticed against the wind, suddenly burst over the excited throng with unusual violence, and the would-be spectators of pig martyrdom fled like a flock of sparrows. I cannot think that such a display of bronze kid shoes was ever before seen in New-London.

Snugly stowed away aboard the Phantom, delicious odors from the "Doctor's" prescription-compounding room finding their way every now and then through some crack or crevice to still further titillate our already six-horse-power appetites, what cared we for the storm! But, toward night, the storm turned into a furious north-easterly gale, which made the Phantom rock, even while lying at anchor in the harbor, and caused the Captain to let go a second anchor. Little did we think as we played our last rubber of euchre what a fate awaited us on the morrow. In place of the anticipated sunshine and balmy breeze, we saw nothing but angry, scudding clouds, and felt nothing but a heavy driving rain when we went on deck in the morning. From morn till dewy eve did this same gale rage with a perseverance worthy of a better cause, and there was nothing to be done but to surrender ourselves to books and cigars. Somehow or other, the day passed very quickly, and, what with reading, smoking, discussion, and badinage, we were all surprised to see the steward put in an appearance with the dinner tablecloth. If we were cooped up in the yacht, all I can say is that it is a kind of coop than any human hen and chickens would find very much to their liking. But the inexorable north-easter was bound to have its own way, and opened itself out, and when I dr

The New York Times.

NEW-YORK, SUNDAY, JULY 19, 1874.

THE NEW-YORK TIMES.

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THE CHURCHES AND PASTORS OF NEW-YORK AND VICINITY.

In THE TIMES *of Monday, May 18, appeared the first of a series of articles on the Churches of the Metropolis and vicinity, with authentic biographical sketches of their Pastors. The articles in question comprise a complete and trustworthy history of the several congregations, full lists of the society's officers, besides other matters of general interest, a biographical sketch of the Pastor, and a verbatim report of the sermon on the previous Sabbath. The articles thus far printed comprise:*

1. MAY 18.—*St. James Methodist Episcopal Church, Rev. Cyrus D. Foss.*
2. MAY 25.—*Trinity Church, Rev. Morgan Dix.*
3. JUNE 1.—*Fifth Avenue Presbyterian Church, Rev. John Hall.*
4. JUNE 8.—*Fifth Avenue Baptist Church, Rev. Thomas Armitage, D. D.*
5. JUNE 15.—*Church of the Divine Paternity. Rev. E. H. Chapin, D. D.*
6. JUNE 22.—*The Collegiate Reformed Dutch Church, Rev. Dr. Ormiston.*
7. JUNE 29.—*The Broadway Tabernacle, Rev. Dr. Taylor.*
8. JULY 6.—*The Seventh Street M. E. Church, Rev. William P. Corbit.*
9. JULY 13.—*All Saints' Church, Rev. W. L. Dunnell.*

The tenth article of the series will be printed to-morrow, and will consist of a history of The Pilgrim Baptist Church, with a sketch of the pastor, Rev. J. Spencer Kennard.

Another illustration of the happy-go-lucky way in which the passenger traffic of railroads is conducted was furnished by yesterday's collision on the Erie road near Canaseraga. The western express, which left Jersey City on Friday evening at 7:20 ought to have stopped at Hornellsville, or, failing that, at Burns, to allow the eastward-bound express to pass. But having a new and uninstructed engineer, and a conductor who apparently thought his duty performed when he had reminded the engineer of his stopping-point, the train "plunged ahead," smashing into the other express advancing along the same track. One man was killed outright, and a dozen people were more or less seriously wounded. Considering the circumstances, the wonder is that any of the passengers escaped. There are four miles between Burns and Canaseraga. As the speed of the trains was not much over fifteen miles an hour, and as the collision occurred within a mile of Canaseraga, it is clear that a telegram promptly sent to the latter point, intimating that no stoppage had been made at Burns, could have arrested the advance of the eastern express beyond Canaseraga. Such a step would have merely involved a display of average intelligence and promptitude; but these are qualities for which railroad officials of any grade are not, in these days, at all remarkable. The failure to send word ahead that the westward-going express had not awaited the other at Hornellsville involves a still more gross and palpable neglect of duty.

From four widely-separated points there comes news of sanguinary Indian raids. A number of laborers were attacked near Rawlins, Wyoming Territory, on Thursday; about the same time a large body of Comanches attacked a company of the Sixth Cavalry, some thirty miles west of Fort Sill, on the border of the Indian Territory; a few days earlier there was a series of collisions between armed citizens, aided by United States troops, and a formidable band of raiding Indians, in the northern part of Texas, and from Chicago comes the announcement that the workmen of the Seminole mines have been fighting the Indians for two days. The causes of the recent outburst of hostility among so many different sections of the frontier Indians lacks satisfactory explanation. As a rule the red man does not go upon the war-path in large numbers out of a mere fit of caprice, though, from the general neglect of any means to get at his side of the story, it frequently seems so. About the earlier raids of the season, the Agent of the Cheyennes' and Arrapahoes' reservations declares that they were entirely due to the failure to furnish troops for the defense of these reservations against "buffalo-hunters and white horse-thieves." The hostility of the Comanches and other tribes may be susceptible of a somewhat similar explanation. Meanwhile the prompt pursuit and exemplary punishment of these murderous bands are demanded on grounds of self-preservation, whoever should prove to have been first the aggressor.

A Connecticut lobbyist has been detected in the trick, very common among men of his class, of taking pay from the side which he was employed to oppose. He was first engaged to "defend" the interests of the town of Plymouth against the legislative schemes of its rival, Thomaston, and the discovery that he had changed sides was only made in consequence of an offer of $200 to a member of the Legislature to make a speech in favor of Thomaston. Exposure being threatened by the member in question, the lobbyist, in a fit of terror, very suggestive of a similar incident in the career of a local Irish member of the fraternity, made a most abject apology. This experience did not, however, prevent him from playing the same trick in regard to the boundary line question, on which he contrived to extract pay from both Glastonbury and Wethersfield. People who employ lobbyists only get their deserts in being cheated, and by and by the class with whom moral considerations have no weight will probably be cured of their desire to engage these legislative pimps by the discovery that they cannot fail to be cheated. It is about as absurd to expect a "square game" at keno in a gambling saloon as it is to suppose that a lobbyist can afford to deal "honestly" with his employers.

From the letter of our Chicago correspondent, it will be seen that the officers of the local fire companies must bear a very large share of the responsibility for the spread of Tuesday night's fire beyond the frame houses among which it originated. So strong has this feeling become in Chicago, that the Board of Underwriters have passed a series of resolutions, demanding, among other things, that the Fire Department be "speedily and radically reorganized by a change of officers." New and more powerful steamers, the construction of fire walls, and the destruction of dangerous and inflammable buildings still existing within the City limits are also pointed out as essential to the future negotiation of fire policies on Chicago risks. The Common Council have gone a step further, and ordered the removal by the Board of Public Works of all wooden buildings within the City limits. On the whole, there seems a fair prospect that Chicago will derive lasting profit from the lessons of her latest disaster.

In attempting the summary removal of the Commissioners of Armories, Mayor HAVEMEYER assumed, as two of his colleagues did recently in the Board of Apportionment, to be a power above the Legislature. The reasons assigned for their removal were perfectly valid arguments for the repeal of a useless, and possibly mischievous, law; but as the Legislature left the law of 1873 unrepealed, it was a ridiculous stretch of authority to try to neutralize the law by removing the Commissioners appointed to carry out its provisions. This is the first case arising under the provision of the charter which requires the Governor's consent to the removal of the head of any department. The wisdom of that check upon the functions of the local Executive will be found amply justified by the correctness of the Governor's reasoning on the questions involved in the present case. The Mayor is doubtless ready to give a very feeling assent to the closing reminder of the Governor: "I think you will agree with me that the power of removal is a high prerogative, and ought not to be exercised but for grave causes."

The rapid descent to ruin of South Carolina is well illustrated by the figures given by the Charleston *News* in regard to the land confiscated in default of the payment of State taxes. In twenty-two counties there has been sold or confiscated by the State, in two years, 580,134 acres of land, equal in area to 960 square miles, and throughout the entire State, the sales and forfeitures reach 848,657 acres, or 1,326 square miles. As the entire area of land assessed for taxation is but a little over sixteen and a half millions of acres, it follows that five per cent. of the whole area of the State has already been confiscated for the non-payment of taxes. At this rate, MOSES and his minions will soon have a State half as large as New-York to sell to the highest bidder.

THE BOAT RACE.

So far as New Yorkers are concerned, the college regatta has come to a most satisfactory conclusion. In the City, at any rate, we all wished that Columbia might win, although it seemed hardly reasonable to expect it, seeing that this college was so recent a competitor for aquatic honors. That she should have beaten Harvard and Yale, two years only after making boating one of her pastimes, is certainly an immense feather in her cap. We hope that the losers will rejoice with her, or if they cannot absolutely do that, that they will refrain from bickerings and disputes. There is always some talk about "fouls" after a great contest of this kind, but we hope to hear less of it than usual. The regatta was the means of causing so much disappointment on Thursday and Friday that the less "unpleasantness" that takes place in connection with it now, the better for all parties.

Accidents form an inevitable part of all such contests, and this year it fell to the lot of Yale to be reckoned among the unfortunates. She lost the rudder of her boat at the end of the first mile, at a time when she was not only holding her own, but was getting steadily ahead. How she would have fared but for this mischance, it is, of course, impossible to say—but it may be fairly supposed that Columbia and the Wesleyans would have given her hard work. The Wesleyans certainly did not disappoint the expectations which were formed concerning them. Pluck and stamina will tell in such contests, and the Wesleyans seem to possess both. They will carry off the flag one of these days, and missed it very narrowly this year. Harvard was unlucky in fouling Yale's boat, and we hope the malicious will not try to foment ill-feeling between these two universities because of the accident. It is evident that both crews marred their chance in the race through the "foul"—one of them losing it altogether—and that either of them wished to bring it about is a suggestion which can only proceed from a singulary base mind. Yesterday, of course, Saratoga resounded with controversies more or less animated and bitter. Our correspondent's letter sufficiently describes them. We sincerely trust that they will die out with the excitement of the hour, and that the losers will accept their fate with good temper. It is easy enough to say, "If so and so had not happened, we should have won the race." But a race on this scale can very seldom be exempt from accident—there is sure to be a "foul" or some other piece of misfortune. The proper course for the losing crews to adopt is to put a good face on the matter, and make up their minds to win next year. The Judges had a tough job before them yesterday in deciding upon the various claims of "fouls," but the public will take very little interest in all that. In fact, we must frankly confess that the repeated postponements rapidly cooled down public interest in the event, so that by Saturday morning people in this City seemed to have almost forgotten that a race was to take place.

Next year these mistakes will doubtless be avoided. As a general rule, a race of any kind ought to come off at the hour fixed, but at any rate, effectual precautions should be taken against *more* than one adjournment. This year the crews must all have suffered from the long strain upon their nerves, and from the broken sleep and irregular hours which were forced upon them. Practice was broken up, and training was for several days almost stopped. There was some danger, at last, of the regatta being made a target for all the small wits in the country, and as it is, the crews have had to face no little grumbling, and to hear a great many lectures read to them on their mismanagement of their affairs. We shall not add another lecture to the number, but content ourselves with congratulating the victors, and wishing the losers better luck next time.

OUR COLLEGES.

The Commencement season is about over, and some hundreds more of young men are set adrift to find their places in American society, many—probably a majority—still turning to the learned professions, but not a few attaching themselves to the third estate of journalism, and a fair number, it is to be hoped, going into active business. It is one of the hopeful signs of the times that more and more educated men choose merchandise, banking, iron working, manufacturing, engineering, and other branches of railway service, in preference to the professions. The two leading colleges, Harvard and Yale, have grown at the expense of the smaller ones, and there is much less of local and sectarian feeling shown in the choice of a college than there used to be. The different sects are still, however, tenacious of their own particular institutions, especially where there are divinity schools attached to them; but the best colleges are becoming less and less clerical. It is quite time the Middle-Age notion was abandoned, that education is only for the clergy, and only clergymen fit to give instruction. It is a little remarkable that so enlightened and liberal a college as Yale should still require all its professors to be ministers of the Gospel. Prof. SUMNER and Prof. PERRY, of Williams, are not less intelligent as political economists, because they have been educated to preach on Sundays, but neither are they more so, and it is a rare accident that a man so educated turns his attention to such a line of study.

The concentration of a large body of students from different parts of the country in two or three leading colleges is a good thing, because it breaks down provincial prejudices, and assimilates more nearly the men who are to take the leading parts in the future of the country. Harvard and Yale may well aspire to become the Oxford and the Cambridge of America. Their degrees are already in higher esteem than any others, and it is not now an uncommon thing to see young men who have begun their education in the smaller and remote colleges, go up to Cambridge and New-Haven to finish, just as wealthy Scotchmen have always gone to Cambridge and Oxford from the Universities of Edinburgh, Glasgow, and Aberdeen. We by no means overlook the influence and usefulness of the colleges of our own State, Columbia and Cornell, nor of such promising Western institutions as the University of Michigan at Ann Arbor, and the small but thoroughly respectable University of St. Louis.

College education has undergone a considerable change in the last twenty-five years, but not so much in the studies pursued as in the methods of teaching and in the examinations. The examinations are much more severe both for admission and for remaining in college and getting a degree. Complaint is made not only of this severity, but of the inequality of the tests in different years, and there is an apparent disposition in some colleges to "condition" the entering student merely for the sake of conditions. This feeling, if it is justly entertained, is a source of irritation both to the pupils and to the teachers who have sent them up. It is said that an applicant for admission was conditioned the other day at Cambridge on *punctuation!* If a young man is really deficient in the knowledge of some essential study, it is quite proper that he should be required to make it up, as it is probably the ground-work for something which is to come after; but it would seem to be better to reject altogether than to admit with a millstone around the neck. There seems to be of late a too great straining toward an equal standard, and that a higher one than many boys of diligence and of fair mental capacity can attain to. It is possible that a certain degree of uniformity should be insisted on for admission, but it is very clear that it should not be insisted on afterward.

The mistake lies in supposing that colleges are designed only to make scholars, and it is a mistake involving the most serious consequences to the country. The universities make a broad distinction between the young men who aim at high scholarship and those who, with different tastes or views in life, desire only that general culture and, if you please to call it so, superficial education, which is got by a certain number of years' residence within the walls of a college—attendance upon its lectures and recitations, use of its libraries, and intercourse and attrition with its professors and its students. Such a superficial education is no mean advantage in the future life of those who choose it, and they are not to be rejected or sneered at because they do not choose a higher flight. Exemplary conduct is to be insisted on, and a conformity to all reasonable and necessary rules of discipline. Possibly, attendance at lectures may also be required, though this is doubtful, certainly after the first year. In nearly all the States of the Union, students are allowed to take professional degrees—are admitted to practice as lawyers and orators without examination, simply upon proof of a certain period of study; as to the quality or degree of study, no questions are asked. There may be real danger to society in licensing untaught doctors, or ignorant and litigious lawyers; but unambitious young men, who prefer to read books out of the college library to making proficiency in Latin verses or the *Principia*, are certainly harmless enough.

The growth of secret societies in colleges is much to be deprecated. They are a source of heartburning and jealousy; they tend to separate young men from their fellows; they create unjust distinctions, and, finally, they waste time and money. It should be the settled policy of this country to discourage all secret organizations; and if they are allowed to exist in college, they are not to be resisted outside of it. Nothing worth doing in college can be any better done by means of a secret organization; and nothing which can justly be sought for out of college needs, in America, to hide its objects or its actions behind a veil of secrecy. The best college societies are such as used to flourish at Yale, the Brothers in Unity and the Sinonian. The Calliopean was only objectionable because it was sectional, admitting only Southerners. Public speaking was really cultivated in those societies, and such men as Mr. EVARTS and Judge PIERPONT, two recent college orators of whom New-York is justly proud, are the fruit of them.

WOMAN'S EDUCATION.

It is noticeable in the exercises of the college commencements this year that much less is said by the orators than usual about the necessity and duty of admitting women to the same educational institutions as men. The truth is that Dr. CLARKE'S book has fallen like a shell among the ranks of the ultra advocates of female rights, and the great mass of sensible persons feel that it is full time to pause in treating so grave and vital a question as the proper training of young girls. The Americans are a candid people, and always let radicals and enthusiasts have their say, but when it comes to decisive action on so momentous a matter, they are quite willing to stop and consider. The whole current of public utterances for the past few years has been in favor of the most extreme experiments in regard to the education of women. But the appearance of Dr. CLARKE'S book at once set the community to thinking whether they were not going too fast. Here evidently is a radical and most important difficulty or weakness in the condition of the sex in the United States—a delicacy or oversensitiveness of the nervous system which bodes much danger for the coming generation. It is a great physiological fact, of the highest importance to the welfare of the nation; and plainly before any great change in the condition or training of women be made, this must be carefully and scientifically considered. This weakness, or sensitiveness, may be due, as the opponents of Dr. CLARKE maintain, to the excessive devotion to pleasure, and the careless dress and habits of young American girls; or it may be owing, as the doctor claims, to injudicious brain-work at sensitive times, acting on the physique of a race not yet acclimated. In either case, it is a momentous fact, an element to be considered in any educational or political reform, affecting women's moral or mental condition. For it must be remembered that the physical weakness or over-strain of American young women means the weakness, and if continued, the degeneracy of the American race.

Considering the ominous facts in the condition of the sex in the United States, our people have determined to consider, before bringing any new mental stimulus to the brain of the American young woman. They do not decide between the combatants, but they think it better to wait. Moreover, many valuable experiments are being tested as to female education. Vassar College is certainly providing as masculine a training for young ladies as any reformer would desire, though we confess to being not at all confident, as yet, as to the physical and sanitary effects of this institution. New female colleges are to be opened at Cornell and Wellesley; several large institutions have been founded in Massachusetts and other New-England States; and Harvard College has offered certificates, or a kind of degrees, to such women as pass certain examinations. This last novelty is in imitation of the women's examinations at Cambridge, England. The first experiment has not, we believe, proved very successful; only a very few female students presented themselves, and those such as, from private circumstances, had not fitted themselves for close examination as thoroughly as, no doubt, many women could do. The object is to raise the standard of female education, and, by these degrees of honor, to stimulate women, both teachers and students, to more exact and thorough culture. Practically, also, it is supposed that the degrees will enable the teachers to secure better and more lucrative positions. It is undoubtedly an experiment in the right direction.

The talk, however, about admitting young women to the Harvard course, and to that in other colleges, has somewhat died away. There seem to be insurmountable physical objections to educating the two sexes, to any large degree, together. Mothers will hesitate greatly before they permit the already excitable nervous systems of their daughters to be exposed to the intense stimulus of competition between the two sexes in a large university. There are, too, insuperable objections of taste and morals, as society is at present constituted, to the co-education of the sexes after maturity. The dispute will unquestionably be compromised by creating the best possible institutions of education for girls and women, where knowledge can be gained and training secured as thoroughly as in any of the present universities, but under conditions appropriate to the sex. There will be university lectures and scientific courses for both sexes. The field of truth and learning will be opened wide for every gleaner, whether woman or man. But more and more, it will be thought of the first importance to preserve the peculiar quality and force of each sex, and, above all, to guard the health and physical power of woman—the future mother of races who must be either degenerate or vigorous, as she is weak or strong.

AN EXTRAORDINARY LIBEL SUIT.

Until about ten years ago the evidence of experts in handwriting went for little in English courts, and when gentlemen offering testimony of this kind came forward, the Judge yawned and leaned back in his chair, and the countenances of the jury assumed an expression of hopeless stolidity. But it was the happy fortune of a Mr. CHABOT to give the expert's craft an importance such as it had never known. Being called upon to give evidence in a case of suspected forgery, he "broke the will." The great difference, as was pointed out by the officiating Judge on that occasion, was, that while other experts contented themselves with giving their conclusions, Mr. CHABOT gave also extraordinarily sound reasons for his conclusions. Mr. CHABOT'S future was made by that case. Since then his name has been brought forward whenever any question as to the authenticity of handwriting has arisen. He has been employed on the chronic difficulty of Junius, and was a prominent figure in the Tichborne trial. Within the last month his services have been again instrumental in deciding a most extraordinary case.

There has been for many years a gentleman, well known in certain excellent social circles in London, called Admiral RYDER BURTON. He has served with distinction in the navy, and though deemed by some people what is familiarly termed "a dreadful old bore," was, like so many other bores, regarded as eminently reputable. Having married a lady of wealth, who died some years ago, he succeeded at her death, in accordance with her will, to her property. This gave great offense to some of her family, and caused the relations between them and the Admiral to assume an unfriendly character. Admiral BURTON appears to have been under the impression that these relations and their friends abused him very bitterly, and he resolved to adopt the extraordinary course of retaliating by anonymous slander. The person whom he especially singled out for such attack was Sir REGINALD BARNEWALL, a young Irish Roman Catholic baronet of very ancient descent and very small fortune, who has figured in the *Morning Post* at the tail of every ball and party for a dozen years past, and was regarded as a singularly inoffensive and somewhat vapid specimen of a carpet knight.

The Admiral's mode of procedure was to address letters, containing very offensive allegations against Sir REGINALD, to that gentleman's friends. Thus, to Ladies SEBRIGHT and ESSEX, and Lord ABINGDON, the venerable officer would write, under the signature of "Louisa Pitt," letters in the following terms: "Are you acquainted with that dangerous, lying, penniless scamp Sir R. BARNEWALL? Everyone knows that his pedigree is a pure fiction, and that he is a profligate Irish adventurer and fortune-hunter." It appeared that for several years Sir REGINALD had suffered from the circulation of these letters in society, and could trace their effects in the cold and changed manner of friends. He therefore took proceedings against the Admiral last December, which led to the committal of that officer for trial, and he has now been convicted, the jury recommending him to mercy on the ground of his distinguished services.

The counsel for Sir REGINALD said that he desired to leave the matter entirely in the hands of the court, only stating that he had been subjected to these attacks for more than nine years. The court, looking to the age and previous character and services of the prisoner, endeavored to find a loop-hole for him by suggesting insanity, but there seemed no sufficient ground for such an assumption. In the end, the Judge reserved the sentence for the decision of the full court.

Sir REGINALD BARNEWALL has done good service in bringing this case forward, and it would be well if others here would follow such an example. If anything could point to the desirability of such a course, it would be the infamous allegation brought last year of alleged misconduct against a distinguished Senator at Long Branch. The safety and well-being of society largely depend upon this kind of offenses being rigorously punished

THE SPECTRE OF THE SKIES.

It must be the comet! Nothing else could have caused so much heat and such a combination of strange occurrences. Earthquakes, bad weather at Saratoga, destructive fires, blind-worms in Dacotah, aggravated murders, fogs off Newfoundland, suicides, thunder and lightning, icebergs, grasshoppers, heavy rains in some places and drought in others, Indian disturbances, unusually high temperature and increased cloudiness over New-England, the Middle, Southern, and Western States—these all are justly charged to the comet. Why not? In other days, people who knew as much as those who now write science for the newspapers had very positive notions about comets. The excellence of the famous vintage of 1811 was one of the few good things that have been charged to the influence of one of these perplexing strangers; and there is much truth in good wine. In 1668 there was a remarkable epidemic among the cats of Westphalia; it was charged to the account of the comet of that year, there being no Morris ordinance on that subject in Westphalia. The same cometary phenomena at other times have been supposed to be responsible for the great number of twins born in one year, for the fact that a Whitechapel shoemaker's wife had four children at a birth, and that wasps were few and flies became blind. Everybody knows that the great plague of London was caused by a comet, and that Lima and Callao were destroyed by earthquakes in 1746 in consequence of the apparition of a similar fiery spectre of the skies—albeit an aged nun, who prophesied the earthquakes, forgot to mention the comet. Then, it was universally admitted that the disasters that were suffered by the Christians at the hands of the Turks, in 1456, were justly chargeable to the comet of that year. Centuries later, the pig-faced lady and the marvelous flights of wild pigeons in our own country were attributed to the malign influences of a wandering comet. If these things that happened so long ago were attributable to the celestial portents from the outer rim of the universe, why not the later? We have precedent, if not law, on the popular side of the argument. Therefore, we say again, it must be the comet.

Well, we are glad he is going. The terrestrial cloudiness that the comet has caused veiled his later antics from mortal eyes. But one philosopher, who remarks that he has seldom seen "more ridiculous articles" than those which some of the newspapers have published about the comet, says that our visitor passed his perihelion on July 8, and is, therefore, on his homestretch, if he has a home anywhere. Let him go, with his "ten million cubic miles of head, ten million leagues of tail"—more or less. We have had enough of him. He may come nearer the earth; the oracle above quoted says that he will until July 23. We can stand it, if there are no more cometary influences than those which we have already had. As he goes, he leaves no trace behind him, save a few stray bits of loose matter shot off from the nucleus, perhaps, and left to whirl madly around in an orbit of their own until the atmosphere of the passing earth gives them a chance of being made into "falling stars."

Yet the comet has bad his uses. He has not deserved the hard names he has been called. But, whether he has been dubbed COGGINS' comet, as in a San Francisco academy of science, or Tom Collins', as in New-York sporting circles, he has been a god-send to the newspapers that must have "a sensation" or die of inanition. The scientific oracle may call them "ridiculous articles," but we should never have guessed how much knowledge was lying around loose in the newspaper offices, if the comet had not come. What does Dr. TIETJEN, of the Berlin Observatory, say to this, given to the readers of one of "the great dailies" on Fourth of July morning?

"Around unnumbered homes to-night the lights of our annual celebration will gleam, and over the house-tops bright stars of varied hues will flash and go out in darkness. Momentary as our own fleeting lives are the fire-works of man's invention, that soar into the blue vault and glitter in their brief glory, while the eternal fires of heaven shine on in unchanged majesty. Yet among these celestial fires one has come, so recent, so unsubstantial, so——"

That's enough. If the comet has only given one such sweetly pretty piece of writing, he has not come in vain from the far-off spaces where there is no oxygen worth mentioning and daily papers are quite unknown. Comets, like blessings, brighten as they take their flight. Our comet has filled his measure of usefulness with signs and wonders, with prophecies that never came to pass, and scientific calculations that came to naught. Let him go in peace.

FATAL RAILROAD ACCIDENT.

COLLISION BETWEEN EASTWARD AND WESTWARD BOUND TRAINS ON THE ERIE ROAD—ONE MAN KILLED AND A NUMBER INJURED.

CANASERAGA, N. Y., July 18.—Trains Nos. 8 eastward and 7 westward on the Erie Railroad, both through express trains, came in collision on the single track, a mile east of Canaseraga, at 9 o'clock this morning, while going at the rate of from fifteen to twenty miles an hour. The west-bound train carried passengers from New-York at 7 o'clock last evening. Both engines were destroyed, and the baggage and smoking cars of the west-bound train were utterly destroyed. A number of passengers in the westward smoking-car were hurt. A large, fine-looking gentleman named Van Horn, from Philadelphia, has his left arm and leg broken, and seems to be injured internally. He appears to be the worst hurt. A couple of other passengers in the same car have arms broken, and a number have suffered severe cuts and bruises. The baggage-master of the western train, named Atkins, was killed. A brakeman on the same train had an ankle broken. The firemen and engineers escaped with slight cuts and bruises.

The engine of the eastward train plunged through the engine and baggage and smoking car of the western train, smashed the front platform and glass in the front end of the forward first-class car, which was filled with ladies and children, but all escaped without injury. The baggage-car of the eastward train had its end and side burst out, but the baggage was uninjured. The westward baggage was destroyed and the mails soaked and torn. It is stated that the eastward train had the right of way. The westward train should have waited at Burns, the next station east of Canaseraga. The westward conductor says that he had a new engineer this morning; that he instructed him at Burns to pull up to the station and wait for the other train, instead of which he plunged ahead. The road curves sharply to the east around a hill, and trains are invisible to each other a hundred yards apart. The crash of the engines was the first warning to the passengers.

Mr. Van Horn, who was badly injured, is agent of the New-York and Erie Railroad. The fireman on the eastward-bound train had his ankle broken, and was hurt internally. All the passenger coaches of both trains remained on the track except the westward smoking car.

The baggageman killed is Robert Atkinson, of Jersey City. This was his first trip over the road, taking the place of a man discharged for missing his train. Fireman William Bergman had a leg broken, and brakeman E. Hogle had a leg broken. Nathaniel Van Horn, of Philadelphia, South-eastern agent of the New-York and Erie Railroad, had a left arm and leg broken, and is too badly bruised to be moved. He is being cared for at a house near the wreck. K. G. Henry, of Terre Haute, President of the Paris and Decatur Railway, collar bone broken; O. W. Barrett, of Chicago, left arm contused; W. G. Hooper, of Hornellsville, head cut; J. F. G. Fitzgibbons, a youth aged about eighteen years, head cut; George Griswold, of Hornellsville, and Thomas Stewart, of Buffalo, head cut and severe contusions.

☞ The boiler heads of the engines smashed into each other. Both boilers remain on their trucks, but are swept clear of the tenders, and all the top and side hamper of the westward baggage car was torn to splinters and fell on the east side of the track. The forward first-class car of the westward train, which was full of ladies and children, left its trucks, swept everything above the floor of the smoking car, and only stopped at the wreck of the engines, where it remained exactly on the floor of the smoking car, which was nearly intact, while the body, seats, and passengers of the smoking car and a portion of the wreck of the baggage car were piled *en masse* on the westward side of the road. The railroad company sent a wagon-load of trunks to the wreck for the passengers who had lost theirs, but a large quantity of baggage is ruined. The conductor of the westward train is named Dewaire, and of the eastward train Goss. The railroad employes say the eastward train was entitled to the track. The responsibility seems to rest on the westward train men.

TRAFFIC RESUMED.

PORTAGE, N. Y., July 18.—The passengers who were on the wrecked trains at Canaseraga were transferred to the uninjured cars either side of the wreck, and forwarded, the westward-bound passengers getting away at 12:30 this afternoon.

DISCHARGE OF COMPOSITORS.

CINCINNATI, July 18.—The Cincinnati *Gazette* Company to-day dismissed all their compositors, and supplied their places with a full force of men not members of the Typographical Union. Three or four old printers have left the Union and have been taken back by the *Gazette*.

AMUSEMENTS.

RECORD OF THE WEEK.

THE CITY THEATRES.

Some little activity is beginning to break in on the dullness of the Summer dramatic season. Of course the event which will give it special emphasis will be the reopening of Wallack's on the 17th of next month, Mr. J. L. Toole, the distinguished English comedian, appearing for the first time in this country. There is, however, a nearer opening than that, which promises to be of unusual interest. The Union Square Theatre, which enjoyed almost unparalleled prosperity during the Winter, announces a Summer season which is quite full of agreeable promise. The season will commence to-morrow night. There is a new play of the serio-comic type, entitled "With the Tide," in which Miss Katie Mayhew is introduced in a rôle that gives her ample scope for songs and character sketches. Mr. Charles Gayler is the author of the new play. A good company has been secured, and the theatre has been renovated and re-decorated during the recess.....The Metropolitan has already been reopened under new auspices, and with a programme somewhat after the usual form in vogue at variety theatres. The chief attraction, however, is the Chahut Can-can which is introduced toward the conclusion of the performance. It is of the usual kind, and therefore somewhat overleaps the proprieties.....Niblo's is still committed to the very satisfactorily enacted legendary drama entitled "Faustus; or, The Drachanfels." The scenery is quite excellent, all the appointments are remarkably good, and the weird character of the drama is particularly well sustained.....Wood's Museum continues to give its matinée and evening representation. Mr. Harry Clifford has been, so far, the attraction; but to-morrow night he gives way to Mr. C. W. Barry, who will appear in a new drama entitled "Roped in."....The Colosseum offers its usual attractions, and the Hippodrome, of which the last two weeks in New-York are announced, continues o make its calls on the public. Edward Mullen proposes to commence there to-morrow the feat of walking five hundred miles in six consecutive days.

HOME NOTES.

Miss Jeffreys Lewis is playing at Maguire's Theatre, San Francisco.....Sothern is about leaving the California theatre, and Lotta appears there on the 27th inst.....George L. Fox was at Troy last week, playing with his pantomime and variety company at the Opera House.....The London tragedian King is playing Shakesperian characters at the Queen's Theatre, Toronto.....The Vokes Family were at the Academy of Music, and Tony Pastor at Hooley's, in Chicago, last week, both houses being well patronized.....Chicago is to have a hippodrome. The building is to be 400 feet in length, and 250 feet in width, elliptical in form, and capable of seating no less than 10,000 people, the average of Mr. Barnum's New York attendance. The drawings have already been made, and submitted to the Common Council. The north end of the building will be 160 feet north of Washington street, and the south end 160 feet south of the same thoroughfare, which, with the 80 feet not yet occupied by that street, will give the length above named. The building will be of brick. At the north end there will be a hand some tower 75 feet high, and at the south end a smaller one, 50 feet high. The main entrance will be in the middle of the building, 30 feet in width, ornamental and useful. There will be, besides the entrances at the ends and in the middle of the building, two large doors for exits. The east side will be like the west, so that with ten exits the building can be vacated in a few minutes.....The Lydia Thompson troupe will not return to America until March, 1875, and they will then perform for a period of fifteen consecutive months. In the meantime they will fulfill engagements in the English theatres. The company is to be reorganized, and it is thought that it will be stronger, as regards talent, than ever before. Willie Edouin goes over to join the troupe. Lionel Brough, one of the best burlesque actors on the English stage, has been engaged as the principal comedian.....New-Orleans managers are making great preparations for the next season. The Academy of Music and Globe Theatre are being added to and generally improved.....Hermann is still in Boston.....Mme. Anna Bishop, with a brilliant company, has gone to Victoria, Portland, and several points on Puget's Sound, on a concert-giving tour.

FOREIGN NOTES.

The statement that M. Gounod has been removed to France by order of his family doctor is denied by the *Athenæum*, which states that it was at the invitation of a friend from Paris, who went there to see him, that M. Gounod left for a château near Trouville. Since the composer has been in England he has suffered occasionally from attacks of unconsciousness, which pass off within a few hours, and his mental faculties have not deserted him.....It is proposed to commemorate the name of Mr. Balfe, the composer, by placing his statue or bust in a suitable place in Dublin, his native city, and by founding a Balfe scholarship in connection with the Royal Irish Academy of Music.....Offenbach has left Paris for Aix-les-Bains, (Savoy,) where he will spend three weeks to complete his recovery. He carries with him the second and third acts of the piece of M. Albert Maillaud, "Madame L'Archiduc." The music of the first act is already terminated and in the hands of the copyist.....A statue of Rossini was inaugurated recently in the Summer meeting place of the Antwerp Royal Harmonic Society. The work, which is from the chisel of M. Jacques De Brackneer, was presented by Mme. Joostens, the widow of the gentleman who, during fifty years, was Secretary of the society.....The Society of Arts' examiner, in the "Theory of Music" says: "There is a slight increase this year in the number of papers worked, and a large increase in the number placed in the first class. Some of the latter are of, I think, unprecedented excellence. Only ten of the whole number of candidates have not passed."....The committee for the next Birmingham Musical Festival, which will take place in 1876, have resolved to invite Johannes Brahms to write a large vocal work for them, to be produced on that occasion.....M. Gounod has been engaged to conduct at the Liverpool Musical Festival the music to his "Jeanne d'Arc," and the "Funeral March of a Marionette;" his "Messe SS. Angeli Custodes" will also be given. Mrs. Weldon will sing the "Illal" dirge, and the Page's ballad in "Joan of Arc." Mme. Adelina Patti, Miss Edith Wynne, Mme. Patey, Messrs. Sims Reeves, Lloyd, and Santley, will also appear, and negotiations are pending for other artists, as well as for new works by eminent composers. The band, with M. Sainton as *chef d'attaque*, will number 100 players, and the choir will include 300 voices. Sir Julius Benedict will be the conductor. The festival, which will be for the benefit of the local charities, will take place in the Philharmonic Hall on the 29th and 30th of September, the 1st, 2d, and 3d of October. Mendelssohn's "St. Paul," which was first performed in England at the Liverpool Festival of 1836, will be executed, as also Haydn's "Creation," Mr. Sullivan's "Light of the World," and selections from the "Messiah," "Israel in Egypt," and "Judas Maccabeus." A new symphony by Sir J. Benedict, and two new works by Mr. Macfarren and Mr. J. F. Barnett, are to be produced.....Pietro Bottesini, clarionet player, father of the celebrated counter-bass player, has just died at Crema.....Mrs. Barnett, formerly Miss Nelly Power, will, it is said, retire altogether from the English stage.....Mmes. Judic and Grivot, and MM. Daubray and Bonnett, will perform the "Jolie Parfumeuse," at the Grand Theatre, Havre, after the 1st of July.....The manager of the Angoulême (Charente) Theatre, M. Firhol, has just committed suicide by taking poison. He was suffering under great mental depression, owing to the non-success of his speculation.....At the last London Philharmonic Concert, on July 15, M. Saint-Saens, the beloved of Parisian aristocratic assemblies, was to make his début in England, choosing for his solo Beethoven's piano-forte Concerto in G.....Mme. Adel

A VICTORY FOR COLUMBIA.

THE CONTEST REVIEWED.

Continued from First Page.

and enforce by their own example a more kindly feeling between the two universities, it cannot be doubted that the good old spirit will come back, and all will be well.

THE MEETING OF THE JUDGES.

OFFICIAL DECISIONS ON THE ORDER IN WHICH THE BOATS CAME IN, AND THE CLAIMS OF FOUL.

Dispatch to the Associated Press.

SARATOGA, N. Y., July 18.—The following is the official decision of the judges in the race: Columbia, first; Wesleyan, second; Harvard, third; Williams, fourth; Cornell, fifth; Dartmouth, sixth; Princeton and Trinity doubtful; Yale ninth. On account of the resignation of the time-keeper communicated to the judges immediately before the departure of the referee's boat for the starting point, no official time has been reported to them. The following claims of foul, made to the referee in accordance with rule 11, were decided as follows: Harvard vs. Yale and Yale vs. Harvard, claims disallowed in accordance with rule 14. Yale's claim not entertained, as Yale violated rules 3, 7, and 8, under which the race was rowed. Wesleyan vs. Columbia, not sustained, as the steering of each boat was somewhat wild, with no apparent willful attempt to foul. This decision is in accordance with rule 14. Referee, Wm. Wood; Wm. H. Brocklesby, Rufus Anderson, Richard Cross, Parker C. Chandler, and D. R. Moore, Judges. Although no official time was taken, Commodore B. F. Brady recorded the time of Columbia at 16:42¼; Wesleyan, 16:50; Harvard, 16:54; Williams, 17:08¼. It is claimed by Dartmouth that they came in fourth, and Mr. Cramer, the engineer, has made affidavit that Dartmouth was fourth. The Judges have no doubt made an error. Williams also claims the fourth place.

THE CREWS.

Columbia.

	Position.	Weight.
Philip T. Timpson, S. M..	Bow.	157
Jasper T. Goodwin, '76...	2	157
Jasper Griswold, '77.....	3	157
*Edw. S. Rapallo, '74.....	4	157
*Robt. C. Cornell, '74.....	5	177
*B. Frank Rees, S. M.....Captain and stroke.		151

Boat by Fearon, 49.6x21 in.

Wesleyan.

Walter H. Downs, '75.....	Bow.	148
John W. Whitney.....	2	138
Geo. M. Warren.....	3	144
Henry C. Hermans.....	4	161
Cyrus P. Marsh.....	5	147
John E. Eustis.....	Stroke.	147

Boat by Elliott, 49.6x19½ in.

Harvard.

†Walter J. Otis, L. S. S...	Bow.	156
William R. Taylor, '75....	2	174
*Henry L. Morse, '74.....	3	168
*Wendell Goodwin, '74....	Captain.	172
*Daniel C. Bacon, '76.....	5	170
*Richard H. Dana, '74.....	Stroke.	160

Boat by Blakey, 49.6x21 in.

Yale.

†Geo. L. Brownell, '75, S. S.	Bow.	151
†David H. Kellogg, '76.....	2	152
W. C. Hall, '75, S. S.....	3	151
†Fred. Wood, '75, S. S.....	4	155
*Julian Kennedy, '75, S. S.	5	164
*Bobt. J. Cook, '76.....Captain and stroke.		154

Boat by Blakey, 49.6x21 in.

Dartmouth.

Willis G. Eaton, '75.....	Bow.	150
Wm. P. Westgate, '75....	2	162
Benj. F. Robinson, '77....	3	140
Chas. W. Eager, '77.....	4	165
Frank W. Mitchell, '76...	5	170
*Chas. O. Gates, '74.....Captain and Stroke.		170

Boat by Elliott, 49.6x20 in.

Cornell.

J. N. Astrom, '76, S.....	Bow.	154
L. F. Henderson, '74.....	2	152
P. D. Clark, '77.....	3	170
M. M. Garver, '76.....	4	174
R. W. Corwin, '75.....	5	158
C. C. King, '75.....	Stroke.	159

Boat by Blakey, 49.6x21 in.

Trinity.

George M. Du Bois, '74...	Bow.	150
Sidney D. Hooker, '77....	2	153
*Jno. DeF. McKennan, '76	Captain.	175
Wm. J. Roberts, '75.....	4	189
C. C. Bulkley, '75.....	5	145
Henry O. Du Bois, '76....	Stroke.	150

Boat by Elliott, 49.6x19½ in.

Williams.

Marshal P. Washburn, '77.	Bow.	144
Harry A. Barker, '76.....	—	141
Chas. B. Hubbell, '74.....	—	163
Chas. Gilbert, '76.....	—	155
John P. Haynes, '76.....	—	146
*John Gunster, '74.....Captain and stroke.		156

Boat by Blakley, 49.6x21 in.

Princeton.

William M. Smith, '74....Captain and bow.		142
Craig B. Cross, '75.....	—	147
Richard J. Hall, '75.....	—	154
John M. Taylor, '76.....	—	154
W. H. Addicks, '74.....	—	150
Fred. A. Marquand, '76...	Stroke.	147

Boat by Fearon, 4x290 in.

*Rowed in University crew last year.
†Rowed in Freshman crew last year.

SCENES IN SARATOGA AFTER THE RACE.

THE ENTRY TO THE TOWN—COLUMBIA BOYS CRAZY WITH DELIGHT — UPROARIOUS DEMONSTRATIONS OF TRIUMPH—SCENES IN SARATOGA AFTER THE RACE.

From One of Our Correspondents.

SARATOGA, Saturday, July 18, 1874.

The first intimation of the result that the Saratogians received was from a TIMES reporter, who was so lucky as to have secured a swift horse. The Atlantic and Pacific Telegraph Company had a wire out to the race course, but something prevented the even tenor of its ways, for it was apparently silent. After the first one came dropping a few, then a mass of vehicles together, and at last the full torrent of conveyances rolled into Broadway. The vans were crowded with shouting Columbia boys, crazy with delight, yelling their college cry, and waving frantically blue and white banners. The omnibuses, stages, and hacks were unloaded in a trice, and the Columbias formed a solid phalanx in the middle of the road and commenced a series of triumphant noises which must have been excessively dear to old Chaos, for they certainly were of his language. Some of them bought brooms and tied blue and white banners to them, signifying that they had swept Saratoga Lake. Others rushed around the town until they discovered a brass band, with an affluence of drums, with which they started an impromptu demonstration outside of Congress Hall, where, in honor of the boys of Columbia, the proprietors had unfurled a beautiful and very large silken blue and white banner, with the arms of New-York State. At sight of this, after a tremendous serenade of the drums, they delivered their war-cry, shouting out the letters of the college, C—O—L—U—M—B—I—A, *seriatim*, like young demons of discord, winding up with a rocket. The Harvard boys now came to the front, and gave three cheers and a hundred 'rah 'rah 'rahs for the bold Columbians, and they were immediately encased by loving arms, and the two colleges fraternized at once, being resolved to do all their shouting in company. They had just made up their minds to salute the piazzas of the Grand Union, where the great majority of the Columbia belles were grouped, when some one suggested a round of cheering for the good Wesleyan boys, second again. These were given with the heartiest good will, and in response a Wesleyan brought out a splendid Wesleyan lavender silk banner, which he dipped three times in graceful acknowledgment of the compliment. The Yale men, who, without a pun, had been looking very blue, were by this time in considerable numbers on Broadway, between Congress Hall and the Grand Union, which part of the street was evidently considered the College Campus. They thought it was about time to show that they did not consider a foul a defeat, so they formed a circle, and commenced their college song:

"Here's to old Yale,
So hearty and so hale,
Drink her down,"

et ad libitum, for about a thousand voices, and, catching some stray Wesleyans, they with affectionate force pushed them into the circle, and gave three rousing cheers for the Wesleyans. This relieved their feelings somewhat, and after agreeing among themselves that no bets should be paid on the race, unless Harvard would race Yale a second time for them, they retreated and left the temporary Campus free for the victors and their magenta friends.

These had no sooner the ground to themselves than they rushed to the foot of the piazza of the Grand Hotel and cheered the ladies, who in thousands were gathered to receive and compliment them. Some waved Columbia banners out of the windows, others stood in door-ways, with blue and white fans, others simply agitated white handkerchiefs Then the boys gave forth their battle-cry, and sang "Columbia, the Gem of the Ocean," and shouted like six million boys. From the Grand Union they marched to the Clarendon, where they gave three cheers for the friends of Columbia and Harvard, and then treated the spectators to the amusing spectacle of an inter-collegiate rush. The Harvards formed in two lines, facing inwards and the Columbia dashed through. The performance was repeated, but the parts were transposed, the Columbias forming the walls and the Harvards doing the rushing. This is considered a high college mystery, and, though some authorities believe it to be a species of running the gauntlet, there are others who consider it refers to the chasing of now college men by the secret societies. After this exhibition was over, three rousing cheers were given for the ladies, and then the boys departed, down the street yelling as before.

On their road they pounced upon one of the victorious crew, E. S. Rapallo, and they insisted on giving him a triumphal entry into the hotel on their shoulders. He was modest and declined, but they would not be denied, and hoisted him on their shoulders by the summary process of seizing his legs and lifting them into the air. This was done so suddenly that the unhappy one fell over the crowd, but they were strong if not expert, and soon had him in an erect though uncomfortable position, where they kept him, marching him meanwhile about Broadway until he was mercifully released. Rapallo, who is a gentleman of much modesty and good sense, said to an acquaintance when he got at large on *terra firma*, "I wish they would bear the victory more quietly; but I can't blame them, because the whole thing is so new to us." This was true, Columbia has been but twice in these contests, scoring fourth place the first time, and winning the second. It must be owned that the boys have a right to feel elated.

The running races will be held at Glen Mitchell on Monday next at 10 o'clock, but from present observations they will be witnessed by very few. The people left to-night in large numbers, and are booked to leave by the early trains of Monday in numbers still larger. The fact is that the interest taken in the races is slight, but if they were conducted and managed on a different plan they would undoubtedly take a stronger hold on the minds of the college boys.

The Columbia crew and the victorious colors will arrive in New-York by the Hudson River Railroad on Monday at 3 o'clock.

THE BALL.

From One of Our Correspondents.

SARATOGA, Saturday, July 18, 1874.

In the evening the grand regatta ball was held at the Grand Union, Congress Hall, and United States, similtaneously. All were brilliantly lighted and decorated, and the fun of the evening consisted in dancing one dance in one, and then going to the next, to enjoy a galop or a quadrille there, and then pass on to the next in turn. This novel style of ball, which the costume of the period rendered rather hazardous, was evidently considered the thing to do, and was scrupulously observed by all the ladies. The promenader down Broadway last evening met continually ladies in the most brilliant ball costume, wandering from hotel to hotel, and escorted by bareheaded cavaliers in all the glories of an unapproachable swallow-tail coat. A decided preference was shown later in the evening for the Grand Union and Congress Hall, which was the result of a thing that might have been foreseen, but bad certainly been forgotten. The United States is an absolutely new structure, and when opened the plaster on the walls was almost wet. Hence the walls of the ball-room have been neither painted nor papered. The evolutions of the dancers and the tremulous vibrations of the flooring detached fine particles of the lime, which descended in showers, invisible to the eye, but easily perceived by the lungs and noses of sensitive individuals. The ladies soon found it out, and being afraid of their superb toilets, one by one they deserted the States for the other two hotels, between which they divided their favors.

At the Grand Union the ball-room is at the further end of the part enclosed by the wings of the building. It was built for an opera-house, and is considerably the largest room in Saratoga devoted to the tripping of nimble feet. The pathway to it was brilliantly illuminated, and was trellised over by bands of variously-colored silk, the blue and white of Columbia being of course conspicuous. Inside the ball-room there were few decorations, but these were not needed, since here were congregated the brightest, the most beautiful, and the most elegantly-dressed belles of Saratoga. Harvard and Columbia were conspicuous here, for Dana of the former crew was one of the Floor Committee.

The orchestra was stationed at the far end, in close proximity to the grand organ presented to the hotel by a New-York lawyer. This, however, was not used for dance music. There were rows of seated cavaliers and fair dames on each side of the room, and at the end facing the orchestra, and close to the door, was a serried phalanx, many files deep, of gallant collegians, who were unable to dance, so close was the throng.

At Congress Hall there is the handsomest, though not the largest, ball-room in Saratoga. The ceiling is most exquisitely frescoed, as are the walls, and the arrangements for ventilation are as near perfection as such things can be. The massive gasoliers, glittering with rich gilding and chasing, and brilliant with many gas jets, were still further adorned by the regatta flags. In the centre of the room opposite to the bridge was a dais, on which was raised a trophy of six oars, with the flag of the Columbia and two smaller ones of the Stars and Stripes. As this was the regatta house par excellence, the crowds of cavaliers were for the most part college men, the gallant fellows from Yale and Wesleyan being very numerous. Though the Union was more distinctively the Columbia house, yet the crew, the triumphant six, made a point of dancing here all the evening.

At 12 the dancing ceased, and the regatta ball became a thing of the past, a memory, a happy recollection.

THE COLUMBIA CREW.

A SKETCH OF THE MEN—THEIR TRAINING—WHAT IS THOUGHT OF THEIR VICTORY.

The triumph of the crew of Columbia College at the contest on Saratoga Lake yesterday was the occasion of the wildest excitement and rejoicing on the part of the graduates and friends of the institution, and to a more limited extent the feeling was shared in by New-Yorkers generally. There is an impression obtaining in various parts of the country that the gayeties and frivolities supposed to be inseparable from a metropolitan existence mar the physical development and engender a feebleness of muscular action on the part of its young men that unfits them for participation in a contest where the highest order of skill and strength are to be put forth. To whatever cause the prevalence of this feeling may be attributed, its existence is unquestioned, and its effect was evinced in the general disposition to regard the crew of Columbia College as competitors whose chances of success were but very slight. Four years ago the colleges of the country were admitted for the first time to enter in the annual contest between Harvard and Yale, and it was only last year that Columbia ventured to take part in the race. There was no permanent organization in the college, such as prevailed in sister institutions, and that training and discipline and development otherwise observable, and which could only be produced by constant study and exercise, were sadly invisible in Columbia. These disadvantages, however, proved no deterrent, and despite a variety of obstacles and mishaps, they entered the race. It will be remembered that on that occasion they rowed under a multiplicity of disadvantages. Their port-waist, Rapallo, sustained a serious injury in the back, a few days before the race, and nothing but his own inherent pluck sustained him through the ordeal. Their stroke, Rees, was fretted by the brace, was troubled by boils, and his system was generally irritated, and added to these the other members of the crew were green, and were miserably overtrained. As the culmination of their misfortunes they were assigned a bad place in the river, and for the first half mile had to row over a sand bank. Notwithstanding all they came in after Harvard, making a dead heat with Cornell for fourth place. The spirit evinced on that occasion, and the result of the contest, though a defeat for Columbia, convinced the students that better things were in store for them if they exercised their undeveloped powers, and hope dawned that in course of time they would bear away the laurels from Yale and Harvard. They were not disheartened by the defeat of last year in any sense, and vigorous measures were instituted with a view to a better development of their physical energies. The Faculty of the college entered into the spirit of the hour, and allowed an annual sum of $1,000 to be employed in training the students for rowing contests. A provision of the gift, however, included that one of the Faculty should have entire charge of the auditing and disbursements, and a Trustee was selected in the person of Howard Van Amringe, Professor of Mathematics, and a steadfast friend of all physical sports. All the facilities provided by the college were given the boys on payment of an entrance fee of $5, and these included the commodious boat-house on the Harlem River, between Third and Fourth avenue bridges, side by side with the Harlem Rowing Association and Atalantas, and five boats constructed by the builder Fearon, of Yonkers. The College Boat Club then joined the Rowing Association, sharing its benefits and relieving it of some of its expense. The interest which the contests excited was not shared in exclusively by the Faculty and students, but extended to the Alumni and friends of the college generally. On all sides communications full of hope and cheer were received, and in numerous instances they were supplemented by substantial donations of money to defray expenses. In their first contest the crew was compelled to meet all expenses, which was necessarily a considerable tax upon them, but this year the subscriptions far exceeded the outlay, including their new racing boat, built exclusively by Fearon.

While the attention which has been given to rowing by Columbia College is the outgrowth of the collegiate contests, and is of comparatively recent date, athletic sports have been freely indulged in, and the gymnasium is largely patronized. In 1869, for the first time, the culture of the physical as well as the mental was considered, and every effort was made by the Faculty to produce in the student a sound mind in a sound body. The Columbia sports at the St. George Cricket Grounds became thenceforward an annual occurrence, and incited at their inception such a vast amount of interest that large contributions were received from A. T. Stewart and others, encouraging them. Since the contest of '73 physical culture has been more eagerly pursued, especially with reference to the race so successfully brought to a close yesterday, and in the mode of life of the contestants and their general system of exercise the chief aim was as near as possible physical perfection and activity. This did not necessarily imply a neglect of their studies and the record of the college for the year shows that foremost in the examinations were to be found those most distinguished for strength and manly grace. The determination to succeed involved an avoidance of much customary pleasure and enjoyment, and everything was dispensed with save that which would conduce to their success. Their appearance and exertions afford a complete refutation of the fallacy that the young men of New-York are incapable of any effort at variance with their personal ease and comfort, and a contradiction of the statements which would make them appear nothing else but lazy "parlor athletes." Yesterday's contest, however, will have the effect of removing many foolish and absurd impressions which frivolous correspondents have sought to create, and show that skill and strength are not incompatible with education and refinement.

After the experience of last year, it was resolved that the oarsmen from Columbia should constitute themselves their own trainers for yesterday's struggle. The professional trainer of 1873 largely overdid his work, and had a different system been pursued, it was deemed that the crew of that year would hold a better position at the end of the race. As was already published in THE TIMES, Columbia was represented yesterday by the following:

Names.	Age.	Height.	Weight.	Natural Chest.	Inflated Chest.	Arm.	Forearm.
Timpson, S. of M., bow	22	5.11¼	158	39½	41	13½	13½
Goodwin, '76	24	5.11	158	37	38½	13½	13
Griswold, '77	18	6.00	158	38	39½	13	12
Rapallo, '74	21	5.09	159	39½	41½	14	13
Cornell, '74	21	6.00	171	40	42	13½	13
Rees, S. of M., stroke and Captain	20	5.08½	153	39½	41	13	12
Total	126		957				
Averages	21		159½				

Boat by Fearon, of Yonkers; Spanish cedar, 49 feet 6 inches by 21 inches; weight, 145 pounds; oars, 42.

Of these, Messrs. Rees, Cornell, and Rapallo rowed last year, and the others are comparatively inexperienced, save such experience as they have acquired since last Fall. They have been constantly attended by Mr. Frank Rees, a graduate of Columbia, and brother of the stroke oar. This gentleman, after graduating in Columbia, entered Cambridge College, England, where he also graduated. Naturally fond of the oar, he speedily obtained the mastery of the system of rowing adopted by that famous college, and was considered one of the best oarsmen on the river Cam. There he won the sculler's race, the coveted silver oars badge, but on his return here he engaged in the practice of law, and business engagements only permitted him to be with the crew one or two afternoons in the week. Under his careful training the crew acquired a knowledge of the Cambridge stroke, and to it, possibly, they may be indebted for their achievement yesterday. The statement that Mr. Benson coached them for some time is not correct. His connection with the crew was during their practice on the heavy barge. Their opportunities for practice were not quite equal to those which other colleges possessed. They were engaged in their ordinary studies up to 2 o'clock in the afternoon of each day, and a "bolt" was then made to the Forty-second Street Depot to catch the 2:30 train for Harlem, so that it is almost 3 o'clock before they arrive at their boat-house. Quickly dirobing, they put on their rowing drawers of strongly-knit woolen. These were furnished with seats of pigskin—the heavy thought of one of the crew. Their training on the Harlem River was thorough, but not so exhaustive as that of last year. Their practice there continued seven weeks, daily performing a six-mile run until they arrived at an admirable condition. Their skins are brown and tanned; their limbs are elastic and free from fatty surplussage, their muscles hard and well developed, and their eyes bright and clear. Since they proceeded to Saratoga the race-boats which they took with them were found injured, and Fearon was telegraphed for and constructed the shell in which they were yesterday the victors. They were accompanied by Mr. Rees, mentioned above, and Prof. Van Amringe, and since their arrival in Saratoga their training has been constant, though not severe. The stroke of the Columbia commences by a reach forward a distance of one foot beyond the toe, and on the recover the arms are quickly flung forward and are straightened before the legs are recovered. The strain of carrying the body forward for the reach is to a large extent relieved by the quick forward motion of the arms; the blade of the oar is permitted to drop into the water without pressure, and it is then pulled through a long and rapid sweep with surprising muscular power. The rapidity of the stroke is not great, but the power introduced is tremendous, and the result has demonstrated the superiority of these powerful though slow strokes to those more rapid and more nervous ones so much in fashion in our colleges. The stroke of Columbia is a new departure from the time-honored college strokes of Yale and Harvard. Of the oarsmen, Mr. Rees, the stroke, is twenty years of age, five feet eight and a half inches in height, and his chest, when inflated, measures thirty-nine and a half inches. His chest is muscular, though not deep, and his back is symmetrical and broad. He is regarded as a powerful oarsman, and well adapted to his position as stroke. Mr. Cornell, the fifth oar, is twenty-one years of age, and six feet high. Last year the charge of immaturity was made against him, but he has outgrown that, and his muscular development, especially in the shoulders and loins, is remarkable. Mr. Rapallo, the fourth, is exceedingly well formed, is twenty years of age, five feet nine inches high, and measures forty-one inches around the chest. Mr. Griswold, the third man, is six feet high, but is not proportionately broad, though he possesses activity and staying power. He is of a dark complexion, and is of a nervous temperament, but a natural power of self-control keeps him cool and discriminating when necessary. Unlike the other members of the crew, the second oar, Mr. Godwin, is not a New-Yorker. He is from Massachusetts, is twenty-three years of age, measures thirty-nine inches round the chest, weighs 158 pounds, and is very compact in his build. He is enthusiastic in his love for the oar, and his skill is quite equal to that of any of his club. Mr. Timpson, the bow, is twenty-two years of age, weighs 158 pounds, is six feet high, and has for many years been a member of the Harlem River Rowing Club. His muscular development is very good. Altogether, the crew would make a presentable appearance in any water. The Columbia College buildings were almost deserted yesterday, and those of the students who were present received the news of the victory with every demonstration of pleasure. Throughout the city, among the graduates of the college, the same feeling exhibited itself, and it is understood that on the arrival of the victorious crew in the City, they will be tendered a reception.

RECEPTION OF THE NEWS IN THIS CITY.

For two days past the chief topic of conversation in this City has been the inter-collegiate rowing contest at Saratoga. From the first it was considered as almost certain that Yale or Harvard would win. When it was ascertained that it was probable that the race would have to be rowed in rough water, the Wesleyan crew began to be the favorite. Princeton was named by a few persons as the possible winner, but that Columbia would be successful seemed to be considered entirely out of the question. When, therefore, it was announced yesterday morning that the New York boys had won, the report was at first not credited. When, however, the statement was made on the bulletin board of THE TIMES that "Columbia won the race by two lengths," there could no longer be any doubt of the success of the representatives of the Metropolis. Flags were displayed on the City Hall and on other public and private buildings, and the most intense excitement prevailed. Knots of white and blue ribbon were worn by many of the ladies who appeared on Broadway, and wreaths of the same color decorated many of the shop windows.

Probably in no quarter was the news of the result of the race waited for more eagerly than in Wall street. The brokers had speculated heavily on the event, and from the opening hour of business the only topic discussed was the chances of the rival crews and the probable victor in the great contest. Some fancied Yale, others Harvard, and not a few Wesleyan. Few, very few, hoped or feared, as the case might be, that victory would perch upon the blue and white banners of Columbia; and great, therefore, was the astonishment and excitement created when the despatch was received announcing that Columbia had won. So little had the financial fraternity calculated on such a result, that at first they were incredulous as to the truth of the news. But when, subsequently, the tape usually devoted to the record of the fluctuations of stocks and the prices of bonds, gave forth the words, "Columbia has won, sure," all doubt vanished, and the Exchange rang with enthusiastic cheers, and "Hail Columbia" peeled forth from a hundred voices. The cheers did not proceed alone from throats whose owners had backed Columbia. Mere self-interest was lost sight of, in view of the fact that the victory of Columbia was the triumph of New-York, and consequently the New-Yorkers on the street hailed the result with enthusiasm, regardless whether they had lost or won.

FRANCE.

A CRISIS—THE MINISTRY REDUCING THE ANNUAL REDEMPTION PAYMENTS—THE CONSTITUTIONAL REPORT TO BE DISCUSSED ON MONDAY.

PARIS, July 18.—There is a complete crisis in the Ministry.

The Duke de Broglie has been seeking to constitute a Cabinet based on the old majority in the Assembly, but it is said he has failed, and that the Duke de Carzes has since been intrusted with the task.

The Assembly to-day adopted a motion offered by M. Wolowski reducing the annual redemption payments by $10,000,000, thus aggravating the ministerial defeats. It also confirmed the decision to discuss M. Ventavon's constitutional report from the Committee of Thirty on Monday. It is expected that the new Ministers will demand the postponement of this debate. If it is postponed, the whole Left and the Bonapartists will vote for the dissolution of the Assembly.

THE CASE OF THE STEAM-SHIP AMERIQUE.

PARIS, July 18.—It is said that the Transatlantic Steam-ship Company will appeal against the award of the British Admiralty Court in the case of the abandoned steam-ship Amerique.

PRUSSIA.

ONE OF THE SUPPOSED ATTEMPTED ASSASSINS OF PRINCE BISMARCK DISCHARGED.

BERLIN, July 18.—The priest Hanthaler, who was arrested at Schweinfurt on suspicion of being implicated with Kullman in the attempt to assassinate Prince Bismarck, has been discharged from custody, having proved his entire innocence of any connection with the affair.

CONGRATULATIONS TO PRINCE BISMARCK.

KISSINGEN, July 18.—Prince Bismarck has received upward of a thousand telegrams congratulating him upon his escape from assassination.

GREAT BRITAIN.

RAILROAD ACCIDENT—THE KENEALY INQUIRY ADJOURNED.

LONDON, July 18.—An accident occurred on the Lancashire and Yorkshire Railroad this morning, causing the death and injury of several persons.

In consequence of the illness of Dr. Kenealy the inquiry by the Benchers of Gray's Inn has been adjourned till August.

THE WEATHER.

PROBABILITIES.

WASHINGTON, July 19—1 A. M.—*For New-England and the Middle States, generally clear weather will prevail, with south-east to south-west winds, a slight rise of temperature and falling barometer.*

CANADA.

THE DOMINION BOARD OF TRADE.

IMPORTANT SUBJECTS DISCUSSED YESTERDAY—LIGHT-HOUSE DUES—PILOT LAWS—THE QUESTION OF RECIPROCITY AND THE PROPOSED TREATY WITH THE UNITED STATES.

ST. JOHN, New-Brunswick, July 18.—The Dominion Board of Trade was called to order this morning at 10 o'clock, by President W. H. Howland.

After the routine business was transacted, a communication from Dun, Wyman & Co., proprietors of the Commercial Agency, was read, informing the board that they had instructed their agents in Canada to accept the service of legal documents for them.

It was announced that the Insolvency Committee's report was not ready for presentation.

The President called attention to the presence of Mr. Henry Fry, of Quebec, to whom, on motion, all the privileges were granted. He laid two matters before the board. The first related to the payment of light-house dues in Great Britain. When in London, he was present at a meeting of the Associated Chambers of Commerce, when the subject was discussed, and resolutions adopted that these dues were unjust in principle, as well as very large. Compared with those of France, the difference was altogether in favor of the latter country. It was shown that other countries in Europe do not charge these dues, neither does Canada nor the United States. The English Board decided to have these light-houses under control of a department of the Government. He proposed the following resolution, which was seconded by Mr. Gillespie, of Toronto, and carried unanimously:

"That the Executive Council do present respectful remonstrance to the Imperial Government, through his Excellency, the Governor General, against the continued taxation of Canadian ships in Britain, in support of lights, seeing that all lights and buoys throughout the Dominion are supported solely by Dominion funds, and are for ships of all nations."

Mr. Fry, referring to the punishment of pilots, called attention to the seventy-first section of the present law, which stated that a pilot doing any act tending to the destruction of property, or endangering life or limb, or refusing to do his duty on board ship, shall be deemed guilty of a misdemeanor, and liable to twelve months' imprisonment while at Trinity House, Quebec, and in England, they can try pilots in criminal courts, and here we can only deal with them. He moved the following, which was seconded by Mr. Dobell, of Quebec, and passed unanimously:

"That the attention of the Minister of Marine and Fisheries be called to the operation of the seventy first clause of the Pilotage act, by which the punishment of pilots is taken out of the hands of the local pilot authorities."

Delegates from the National Board of Trade of the United States here entered, and were received with applause, and on motion of Hon. Mr. Howland, of Prince Edward Island, seconded by Robert Marshall, of Kings, N. B., the board resolved that they be admitted to the privileges of the floor during the session of the board. The President, in welcoming them, spoke in appreciation of the United States in broad and liberal views.

Mr. Hersey, of Portland, replied, expressing how highly gratified he and his colleagues were with their reception in St. John and Fredericton.

Gov. Tilley visited the board and occupied a seat on the right of the Chairman.

The question of reciprocity and the proposed treaty coming up, the speakers, on motion of Mr. Gregory, of Hamilton, were limited to fifteen minutes each for the occupancy of the floor, the mover and seconder of a resolution to be excepted.

Mr. Dougall, of Port Hope, moved, and Mr. Darling, of Toronto, seconded, a resolution that the treaty be read and discussed, article by article, which was lost.

The President said the feeling of the meeting seemed to be in favor of considering the question an open one, and it could be discussed without any resolution being moved.

Mr. Trout, of Toronto, moved a resolution reaffirming the already expressed opinion of the board in favor of the principle of reciprocity. He said the principle had been affirmed over and over again by the board, and it was scarcely necessary to argue in its favor. Reciprocity would be the greatest possible convenience and advantage to both countries, which would be enabled to change the product of their resources. Ontario's barley market is found in the United States, which would like to receive that article free of duty; while, on the other side, Ontario would like to receive United States coal for her manufactories and domestic purposes in like manner. In the maritime provinces we have fish, for which the United States gives a market, and she can send back many articles wanted here. No uncertain sound shall be uttered—the board must act consistently; and he hoped therewould be no backwardness on the part of commercial men in entering into the discussion. It is due to the country that they give a decided expression of opinion on the subject, and the people do not expect the board to shirk it. It should lead the thought of the country and of Parliament in the matter.

Mr. Harty, of Kingston, seconded the resolutions.

Mr. Elder, of St. John, proposed the following amendment, seconded by Mr. Dobell, of Quebec:

First—That this board reiterates its formerly expressed opinion in favor of reciprocity between the United States and Canada.

Second—That while the document known as the draft of the Reciprocity Treaty contains many desirable provisions, particularly such as relate to the exchange of natural productions and reciprocal extension of maritime privileges, the treaty is nevertheless defective in privileges secured for Canada, which are not nearly so valuable as those conceded to the United States, and that this board by means of a properly-constituted commitee and otherwise take steps to represent to the Government of Canada those aspects of the treaty in which it is unfair to Canada, or might operate prejudicially to Canadian interests.

While the principle of reciprocity is reaffirmed, many are not satisfied with the result of the negotiations. He was enabled to freely express himself, as the President and Secretary of State, when submitting the treaty, had not identified themselves with it, but had declared that the propositions were for the British Commissioner. He (Mr. Elder) did not regard it as a treaty, because, while it was binding on one side, it would be altered at pleasure by the other. Regarding Mr. Trout's point about barley and coal, the only argument offered in support of his motion, he would settle it by arranging an interchange of these articles. The treaty may be said to be made up of these important features: First, relating to maritime rights and privileges; and second, the exchange of natural products and manufactures. With regard to the first, no argument was necessary to show that the treaty was unequal, and that there was no reciprocity in it. While the navigation of the upper Canada waters is thrown open to Americans, the coasting trade was not thrown open to our vessels. It was a strange provision that while maritime privileges are being given to Americans, and the lakes and rivers are made free to them, nothing is done for these provinces, although they were the key to the negotiations. The fisheries are here, and we are given no trade along the Atlantic coast of the United States such as we require. He next dwelt on the shipping features of the treaty, holding that if New-Brunswick builds ships for Americans, if she furnishes raw material, she will be transferring her mercantile marine to the United States, and the Canadian flag that now so proudly floats in every quarter will fade away, and we will become hewers of wood and carriers of water to the United States, as we were before to England, when we merely built ships instead of owning them ourselves. This mere ship-building was not what was wanted. We will not accept as a great boon that which is a greater benefit to the United States to receive than for us to bestow. As to the part of the treaty relative to the exchange of material products, Mr. Elder said he would assume that the advantage was on our side, although he believed Mr. Trout would be able to show that there was as much benefit for the one as for the other. Then we have thrown in the fisheries. Surely this settled the matter. It would be shown that Sir Edward Thornton and Mr. Brown had asserted that under former treaties concessions to the United States have always been greater than they have given in return, and he (Mr. Elder) asked, Why give them more concessions? As regards manufactures, Canada never asked reciprocity. Consumers were not dissatisfied with the prices they paid, or with the extent of the production. The manufacturers did not ask for competition, but this is thrown in as an additional boon. In concluding, Mr. Elder, whose time was up, according to the Chairman, declared, as this feature was purely in the interest of the United States, it sufficiently demonstated the inequality of the treaty. He urged that the Atlantic coasting trade be made reciprocal, and that the Bay Verte Canal be built, and American vessels admitted to it on equal terms.

THE CHICAGO FIRE.

LESSONS OF THE DISASTER—EFFECT ON BUSINESS.

From Our Own Correspondent.

CHICAGO, Thursday, July 16, 1874.

Every catastrophe, whether of fire, flood, or war, has its lessons, and a wise people will profit by them. Chicago suffered in 1871, and it was hoped the lessons then taught would prove of incalculable benefit. But such was not the case. To-day we are in as bad a condition as ever, and to-morrow we may be burned down and blotted out from the face of the earth. Wooden buildings are standing everywhere, a perpetual menace. Nearly one hundred thousand inhabitants are added yearly to our population, and with them come more frame structures and more chances for destruction. Hence lesson number one of this latest burn is to make the fire limits coextensive with the boundaries of the city. Even then we are not safe. Brick and stone buildings, unless properly constructed, are little better than wooden ones. Fire-proof partition walls are the things needed. Iron shutters offer but brief resistance; solid walls, rising to and above the roof, should be insisted upon. The wooden tenements of the city are liable to catch fire from a single spark, and not until all of them have been destroyed will the Western Metropolis be safe from destruction. The south-west wind, coming from across the prairies, and passing over the city toward the bounding billows of Lake Michigan, is a mighty benefaction, viewed from a sanitary stand-point. It drives away malarious influences, and makes the city one of the healthiest in the world; but it has its terrors as well. It fans a spark into a flame, the flame into a fire, the fire into a perfect tornado of destruction. Then it has a most sinister influence, and, with the aid of a shanty in flames, sets on fire miles upon miles of buildings. It saves the health of the city by purifying the ditches and dirty streets and narrow alleys filled with refuse and stagnant water, only that it may make the inhabitants feel its terrors in a more mighty manner. Until man in his wisdom realizes the terrible effect of this power for evil as well as for good, Chicago will be unsafe, and property accumulated by years of toil may disappear in a single night.

The ruins to-day present a sad appearance, although the acres of desolation are not nearly so many as at the time of the great fire. But it will ever rank high up in the catalogue of great American conflagrations. Standing at the corner of Van Buren and Dearborn streets, one notes all the striking details, while the scene is far enough for distance to add a little azure enchantment. Contrary to the first general impression, the loss is not the most heavy with the lower classes. Tall walls ready to crumble and tumble with the first wind, extending numerous squares to the east and south, attest the loss which legitimate trade has suffered. These walls were as thick and solid as experience seemed to require, but they went down with the shanties. Here are the ruins of stone and brick buildings perforated with ghostly windows. The Art Institute, fronting on Michigan avenue, and overlooking the lake, proves that fire, for once, has not been wholly vandal. It stands alone, untouched. Its neighbors are destroyed, but Providence watched over it, and what few treasures we have in paintings and in sculpture are saved. The tottering walls of the old Methodist Church, for some time the ecclesiastical Post-Office of the town, withstood a fiercer tempest in October, to fall an easy prey in July. But little is left standing of the Adelphi Theatre, and poor Leonard Grover, who fought so bravely with Eastern managers, yielded to the fierce sirocco from the south-west. The Comedy Vaudeville of Chicago is now a ghastly, grinning skeleton. The ruin of the First Baptist Church, near the corner of Wabash avenue and Hubbard court, is the Niobe of the scene. Its majestic walls are stately and almost unimpaired, its graceful front still lofty, and the broad cap which told of its erection in 1864 is uninjured. Across the way, half a block to the north, the old Church of the Messiah, long since given over to secular habits, presents an attractive appearance. Then comes what is left of the St. James Hotel, Congress Hall, Scammon's buildings, and all of those private residences which helped to

MILITARY GOSSIP.

NATIONAL GUARD TOPICS.

Orderly Sergt. John P. Engle, of the First battalion Infantry, has been appointed Sergeant Major, vice Hoagland, discharged.

The Seventh Regiment, N. G. S. N. J., will receive the Fifth Maryland Regiment at Long Branch on the 28th inst., and act as its escort to the battle-field of Monmouth. The Governor of Maryland and Gov. Parker, of New-Jersey, will accompany the excursionists.

Company F, Twelfth Regiment, will hold its annual picnic and exhibition of the silent drill at Lion Park, Eighth avenue and One Hundred and Tenth street, on Wednesday afternoon and evening. The music will be furnished by Dodworth's Band, and dancing will commence at 9 P. M.

At an election held by the members of Washington Grey Troop Cavalry, Major E. H. Kent was chosen to be Captain, to fill the vacancy caused by the resignation of Capt. D. D. Wylie. Major Kent formerly commanded the troop in 1869, and was succeeded by Capt. Wylie in the year 1871.

Company A, Fifteenth Battalion Infantry, Brooklyn, Capt. Peter Alsgood commanding, will take an excursion to East New-York on Wednesday, for the purpose of practicing target firing at 200 yards range, preparatory to the regimental contest at Creedmoor, which takes place on Aug. 30.

The Thirteenth Regiment, Brooklyn, will assist in the ceremony of laying the corner-stone of its new armory on Thursday next. Assembly will be at 4:15 P. M., and line formed at 4:30. Company I of this regiment, Capt. Noah L. Cochen commanding, held a picnic at Alderney Park, Staten Island, on Monday last.

Capt. Philetus H. Holt, for many years an officer in the Seventh Regiment, died on Wednesday, aged seventy-one years. His funeral took place yesterday at 10 A. M., from St. Bartholomew's Church, corner Madison avenue and Thirty-fourth streets. The Veteran Association, of which the deceased was a member, attended the funeral in a body.

The third annual excursion of Company D, "Buffalo City Guard," will take place on Monday, the 27th instant, to Silver Lake. The company will leave at 7 A. M., arriving in Warsaw at 9:30. A parade will be held in the morning, and a company drill on the fair grounds in the afternoon, concluding with a second dress parade at 6:30 P. M.

The semi-annual encampment of the Grand Army of the Republic, Department of New-York, will be held at the Yates County Court-house, Penn Yan, N. Y., on the 29th, 30th, and 31st instant. No post in arrears for returns or dues will be allowed representation until after settling all deliquencies. The Department Council will meet in Penn Yan at 9 A. M. on the 29th instant.

The dates of the encampment of the Massachusetts militia are as follows: First Brigade, Gen. Burrell, Aug. 12; Second Brigade, Gen. Pierson, Aug. 25; Third Brigade, Gen. Chamberlain, Sept. 8. The brigades will encamp for five days at the State grounds, Framingham. The independent companies of Cadets will encamp as follows: First Company of Cadets, July 21, at Nahant; Second Company of Cadets, Aug. 18, at Magnolia.

The Montreal Rifle Club have sent a challenge to the National Rifle Association to shoot a simultaneous match with military rifles, the Canadians to shoot at Montreal, the riflemen of the National Rifle Association at Creedmoor. The challenge was accepted, and next Saturday fixed for the time of shooting. The match has, however, been changed to some time in August, the date to be hereafter determined. The distances will be 200, 500, and 600 yards.

The Twenty-eighth Battalion Infantry, Brooklyn, Col. Joseph Burger commanding, proceeded to Creedmoor, Long Island, on Monday, for rifle practice. The number who fired at 500 yards range was sixty-one, and the total score made by the first twelve, constituting the regimental "team," was 261. At a meeting of the members of Company I, in this command, on Wednesday evening, Charles Freiworth was elected Second Lieutenant.

A grand military and civic reunion, under the auspices of the New-Jersey State Republican Association, will take place on Wednesday next, at the Waverly Fair Grounds. The orator of the day will be Dr. W. W. Brown, of Boston. The following organizations have been invited to be present: Eighth Regiment, N. G. S. N. J.; Excelsior Regiment, Pennsylvania; "Skidmore" Guard, of this City, and "Wilson" Guard, of Jersey City.

The military camps for the annual drill at Ottawa, Kingston, Coburg, and Niagara were broken up July 4, and the volunteers have returned to their homes. Between 14,000 and 16,000 men have passed through exercises. About as many more will drill and camp out in the Fall, either at corps head-quarters or at camp. The Canadian Wimbledon teams gone to the Aitean Ranges, where new targets are set up. Capt. Mildway, Secretary of the Canadian National Rifle Association, is looking to the necessary arrangements for their reception at Wimbledon, where matches have commenced.

A reunion of the members of the Forty-fourth ("Ellsworth") New-York Veteran Association will take place on Tuesday and Wednesday, August 11 and 12, at Albany. Rev. W. J. Parkinson, of Wilmington, N. C., a former member of Company I, in this command, will deliver the oration, and George H. Spry, Esq., of Leavenworth, Kan., a member of Company D, will recite a characteristic poem. The following gentlemen are members of the Executive Committee: George B. Herenden, Hannibal, Mo., Chairman; Wm. H. Greene, Albany, N. Y.; Fred. F. Munday, New-York City; Frank Campbell, Perrysburgh, N. Y.; Eugene Douglass, Albany, N. Y.; Edward Low, Albany, N. Y., Secretary *ex-officio*.

The Seventy-first Regiment "team" practiced at the 200 and the 500 yards ranges at Creedmoor on Friday. Capt. T. V. Smith was in command, Lieut. De Borat acting as Regimental Inspector. At a meeting of the Board of Officers of this command held on Monday evening, a rifle club was organized under the name of the "Seventy-first Regiment Rifle Association." Col. Richard Vose was elected President, and Capt. Theodore V. Smith, of Company I, Treasurer. The Association will affiliate with the National Rifle Association at Creedmoor, and adopt a code of by-laws and regulations in unison with those of that body. Company E, Lieut. E. A. McAlpin commanding, will go into encampment for a week at Bayside, Long Island, on Wednesday next.

Brig. Gen. Jacob H. Lansing, commanding the Twentieth Brigade, Seventh Division, which comprises the various organizations in the Counties of Chemung, Schuyler, and Steuben, in this State, has recently reorganized his staff by the appointment of the following officers: J. J. Shepherd, Lieutenant Colonel, Assistant Adjutant General, Corning; Charles H. Wombaugh, Major, Inspector, Addison; Charles D. Champlin, Major, Engineer, Hammondsport; Reuben Robie, Major, Judge Advocate, Bath; Joseph W. Robinson, Major, Surgeon, Hornellsville; Charles H. Thomson, Captain and Brevet Colonel, Ordnance Officer, Corning; Frank B. Brown, Captain, Quartermaster, Corning; Herbert D. Rose, Captain, Commissary Subsistence, Hammondsport; George W. Pratt, Captain, Aid de Camp, Corning.

At a recent meeting of the members of Company I, Forty-seventh Regiment, Brooklyn, the following resolutions were adopted:

Whereas, The recent arrest of Capt. Nutting was caused by his carrying out the spirit of a resolution adopted at a regular meeting of this company, and without any intention to violate a law,

Resolved, That we, the members of I Company, have most implicit confidence in our Captain, and earnestly request him to reconsider his intention to resign, and consent to remain as our leader.

The members of this command will proceed on an excursion to Spring Hill Grove, on the Hudson, tomorrow. A steamer and two barges have been chartered to transport the excursionists, who will embark at the foot of South Sixth street, East River, Brooklyn, at 9 A. M. Major Cole, of the Ordnance Department, made an inspection at the armory of the arms and equipments in the possession of this command last evening.

The Twenty-seventh Regiment will parade in fatigue uniform (blue) for drill and instruction, by wing, as follows: Companies A, G, and K, (right wing,) at Company A armory, Morrisania, Tuesday, August 4, and Tuesday, September 1; Companies B, C, D, E, F, and I, (left wing,) at the ball ground, Mt. Vernon, on Saturday, July 25, Saturday, Aug. 15, and Saturday, Sept. 5. The commissioned officers (except staff) and the non-commissioned staff of the regiment will report at all of these drills. The field (dismounted) will report to the Colonel on the above dates, at 4:25 P. M.; the non-commissioned staff and drum corps to the Adjutant, at 4:30 P. M. Assembly at 4:30. At the recent meeting of the members of Company K, John Coburn, late of the First Cavalry, was elected Captain, and J. Hagerman First and S. Swartz Second Lieutenants. Company F, located at New Rochelle, has elected Mr. John Harmer to be Captain and George F. Davis Second Lieutenant.

Owing to continued ill health Col. Porter, commanding the Twenty-second Regiment, has received leave of absence for two months. Lieut. Col. John T. Camp will assume command during his absence. Lieut. R. J. Anderton, of Company F in this command, having been granted leave of absence, will take a vacation for two months. A regimental court martial for the trial of offences and delinquencies among the non-commissioned officers and privates of this regiment, has been ordered to convene at the armory on August 3. Major W. J. McGrath has been detailed for the court. Lieut. Waydell, commandant of Company A, in the same regiment, has made special application to the Range Committee of the National Rifle Association, for permission to encamp for a week, with his command, upon the grounds at Creedmoor, Long Island. The resignation of Capt. J. W. Congdon, commanding Company E, in this regiment, has, after a lapse of eight months, been received at regimental headquarters.

Pursuant to orders from Division Headquarters, the Fourteenth Regiment, Brooklyn, Col. McLeer commanding, will proceed, in fatigue uniform, to Creedmoor, Long Island, for rifle practice, on Tuesday next, at 8:30 A. M. Assembly at the armory at 6:30 A. M. As refreshments can be obtained on the grounds, the commander in his order says he deems it unnecessary to transport rations. At a meeting of Company F, held on Friday evening, T. C. Mayher was elected Captain, vice Zelinsky, resigned. Orderly Sergeant C. R. Carpenter, of this command, won the second prize—a silver cup—in the letter carriers' race, at Barnum's Hippodrome, last week. An inspection of arms and equipments in possession of this regiment was made by Major Cole, of the Ordnance Department, on Saturday, the 11th inst. Four hundred Remington breech-loading rifles were received on Friday at the Henry street armory for this regiment. The pieces are of the same pattern as those served to the other regiments, but the back sights are bronzed, which is considered an improvement.

The Fifth Regiment, Maryland National Guard, Col. J. Stricker Jenkins commanding, is expected to arrive in Long Branch, N. J., on Wednesday next, where it will go into encampment on the bluffs for eight days. While in camp the reveille will be sounded each day at 4:55 A. M., drill call (battalion drill) at 5:40, company drill at 9:30, dress parade at 7:10, tattoo at 11, and taps at 11:30 P. M. Breakfast call will be at 6:45 A. M., dinner call at 12:45, and supper call at 5:15 P. M. The meal hours will be about fifteen minutes after the calls, it requiring about that time to get from the camp to the Ocean Hotel, where the men are to mess. Capt. Robert P. Brown, of Company C, has been detailed officer of the day during the sojourn at Long Branch. The famous Marine Band, of Washington, numbering forty-four pieces, has been engaged to accompany the excursionists, and their showy uniforms and musical talent will add greatly to the success of the occasion. Col. Jenkins has issued invitations for an assembly at the Ocean Hotel, Long Branch, on Friday evening. Gen. R. H. Carr, commander of the Second Brigade, Maryland National Guard, of which the Fifth Regiment forms a part, will go down to Long Branch on Thursday following the arrival of the regiment, and remain until their departure. Col. Peters, of the Sixth Regiment, will also visit Long Branch during the encampment of the Fifth.

The Sixth Regiment, Lieut. Col. Van Wyck commanding, proceeded to Creedmoor on Thursday, at 8:30 A. M., for rifle practice. The numerical strength of the regiment was 156. Of this number 150 commenced firing at the 200 yards range shortly before 10 o'clock. Capt. Douglass, of the Eighty-fourth Regiment, was present as Brigade Inspector, and after sighting two pieces for the use of each company, turned his attention to instructing the marksmen in the proper mode of holding the rifle, sighting, &c. The majority were too indolent to learn, however, and after carelessly firing their allotted score, retired to their pipes and lager-beer in the shade. At 12 o'clock, the farce of firing at 200 yards having been completed, an intermission of one hour was taken, during which time several targets were put in readiness for the contest at 500 yards. Only seventeen of the 150 had qualified to shoot at the latter distance, and of that number six failed to hit the target at all at the 500 yards range. A reason for this lies in the fact that the greater portion of the men would not obey orders. Some fired in a standing position, others over camp-stools, and but very few obeyed the directions issued by the inspector. The highest number reached was 21. The following is a list of the men firing by companies, and the number qualified to shoot at 500 yards distance:

F.	& S.	A.	B.	C.	D.	E.	F.	H.	I.—Total.
200 yards...	6	16	20	19	17	12	22	27	11— 150
500 yards...	2	0	0	2	7	0	2	4	0— 17

At the close of the shooting the regiment straggled to the hotel opposite the depot and passed the time in drinking and quarreling, until the arrival of the 4:40 train, when they embarked and returned to the city, much to the satisfaction of Superintendent Bostwick and all parties connected with the range. While at the hotel a disgraceful scene was enacted by a private, in which he grossly insulted a captain by challenging him to fight, and indulging in the coarsest personalities. The officer in question, although remonstrating with the disorderly private, did not think proper to place him under arrest, which it was his duty to do. In its present condition the Sixth Regiment is a complete failure, and the sooner it is disbanded the better for the reputation of the National Guard.

YACHTING NOTES.

At the last meeting of the New-York Yacht Club, the date of the rendezvous at Glen Cove for the annual cruise was fixed for Tuesday, Aug. 4. The following letter, received from the Philadelphia Club, was read:

PHILADELPHIA CLUB, July 14, 1874.

C. A. Minton, Esq., Secretary New-York Yacht Club:

DEAR SIR: I am requested to extend to the New-York Yacht Club an invitation to visit Cape May any time that may be convenient to them before Aug. 1. Two cups—one for schooners and one for sloops—valued at $1,000 and $500, will be offered. I hope it can be arranged to have us meet there, as I feel satisfied it will be a success. Very respectfully yours,

E. BURD GRUBB.

On account of the proximity of the annual cruise the club decided, after considerable discussion, to respectfully decline this invitation.

The subject of steam yachting received considerable attention, and elicited remarks from Capt. Krebs, Henry Steers, and others. The following was then adopted:

Resolved, That the sum of $250 be appropriated for a prize for steam yachts, to be competed for at Newport during the cruise, if there are three or more steam yachts to compete, under such regulations and such allowances of time as the committee may decide upon.

The annual regatta of the Stapleton Yacht Club has been unavoidably postponed for the second time; but now that Mr. Tynan, the Commodore of the club, has returned from the West, the time has been definitely fixed for Thursday, the 30th inst. The steam-boat Josephine has been engaged for the occasion to accompany the race and carry the invited guests of the club. Two more boats have recently been added to the club, and the fleet now numbers twenty boats—all sloops, excepting one of the last cuties, which is schooner-rigged. The course will be from the club-house off Stapleton around the buoy off Bay Ridge, to and around the buoy off the South-west Spit in the Lower Bay, and back to the starting place—a distance of seventy-five miles for the first-class boats. The second-class boats will go over the same course, excepting around the buoy at the Monument in the Lower Bay, a distance of twenty miles. All the boats belonging to the club will be entered for the race.

PARENTS CONTENDING FOR THEIR CHILDREN.

A boy about fifteen years of age, named Louis C. Huff, was taken before Judge Lawrence, in Supreme Court, Chambers, yesterday, on habeas corpus. His counsel, Col. Spencer, first protested against the boy being handcuffed, as there was no crime charged against him, and the "darbies" were removed by order of the court. Col. Spencer stated that the two ladies sitting beside the boy, and both weeping, were a former wife of the boy's father, Chauncey C. Huff, from whom he procured a divorce, and a second wife, from whom he is seeking a divorce. The first wife was the mother of the boy Louis, and another child, a girl. The boy ran away from his father, after receiving a beating from him. The father by night took away both children from the mother's residence, in Wyoming County, Penn., and placed the boy on the school-ship, where he was discovered by his mother. Mr. Putney, counsel for the father in the divorce suit, states that Mr. Huff is a very respectable man, and that he is willing to give up the girl to the mother if it be proved she is a fit person. Judge Lawrence ordered the boy to be discharged.

THE DEPARTMENT OF WORKS.

Commissioner Van Nort, of the Department of Public Works, makes the following statement of public moneys received by that department during the week ending yesterday: For Croton-water rent and pensities, $96,120 21; tapping Croton pipes, $149; vault permits, $2,510 07; sewer permits, $679; sewer-pipe sold to contractors, $275 50; old iron at pipe-yard, (payment on account,) $1,600; total, $101,533 78.

Commissioner Van Nort has transmitted to the Board of Assessors the certificates of the cost of the following improvements, in order that the assessments therefor may be made: Regulating, grading, &c., Fifty-fifth street from Eleventh avenue to North River, $4,772 87; regulating, grading, &c., One Hundred and Fifteenth street, from Seventh to Eighth avenue, $32,289 14; flagging south side Forty-ninth street, between Eighth and Ninth avenues, $1,304 94; paving Sixty-fifth street, from Third to Fifth avenue, $13,354 12; sewer in One Hundred and Twenty-third street, between Sixth avenue and Mount Morris square, $1,105 00; sewer in Madison avenue and New avenue, between One Hundred and Twenty-First and One Hundred and Twenty-fifth streets, $6,632 63; sewer in Manhattan street, between avenues Nicholas and Twelfth avenue, $129,469 66. Total, $189,146 21.

EXCISE TOPICS.

Business at the Excise Office during the past week was dull, the applications for licenses being few, compared with the number made any one week since May 1. The District Inspectors report quite a large number of liquor stores as having removed or closed business. Inspector Urban, of the Third District, reported the number in his district as 167. Inspector T. J. Wendover, of District No. 1, yesterday submitted to the Board the following statement of removals or closings: First Precinct, 23; Second Precinct, 31; Fourth Precinct, 47; Sixth Precinct, 31; Seventh Precinct, 31; Fourteenth Precinct, 63. Total, 225.

Mr. Hugh Gardner has not yet taken his seat as a member of the board, nor even so much as signified his intention of accepting the office. Commissioners Marshall and Stewart express entire indifference on the subject. The following is a statement of the business transacted by the board during the week ending Saturday: Monday, fifteen applications, amount received, $780; Tuesday, six applications, amount, $270; Wednesday, sixteen applications, amount, $780; Thursday, six applications, amount, $180; Friday, nine applications, amount, $449; Saturday, four applications, amount, $220; total number of applications, 56; total amount, $3,020; total number of applications received from May 1 to date, 1,798; total amount, $99,443 30. The number of licenses granted during the week was 119; refused, 1.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—JULY 18.

SALES BEFORE THE CALL—10 A. M.

500	Western Union	72⅛	
400	do	72⅝	
100	do	72⅝	
100	do	72⅝	
100	do	72⅝	
800	do	72⅛	
200	do	72⅝	
100	do	72⅝	
100	Pacific Mail	44⅜	
100	do	44⅝	
100	do	44⅛	
300	do	44⅝	
900	do	44⅜	
100	do	44⅜	
200	do	44⅜	
700	Erie Railway	32½	
400	do	32⅝	
100	Union Pacific R.	28½	
100	do	26⅝	
100	do	26⅝	
400	N. Y. C. & Hud. R.	99⅝	
100	do	99⅞	
200	do	99⅞	
100	do	99⅜	
100	do	99⅜	
4300	Lake Shore R.	73¼	
200	do	73⅛	
100	do	73⅛	
2900	do	73⅜	
300	do	73⅜	
300	do	73⅜	
200	do	73⅜	
100	do	73⅜	
500	do	73⅜	
100	do	73⅜	
500	do	73⅜	
2000	do	73½	

GOVERNMENT STOCKS—10:15 AND 11:30 A. M.

$8,000	U. S. 5-20 R., '62	b. c.	112¾
10,000	U. S. 5-20 R., '64	c.	115
3,500	U. S. 5-20 C., '67	c.	117⅛
6,000	do	c.	117⅜
5,000	do	c.	117½
$8,000	U. S. 5-20 C., '65, N	c.	116½
20,000	U. S. 5-20 C., '67	b. c.	117½
500	U. S. 5s, 10-40	c.	112¾
50,000	U. S. 6s, '81, R	b. c.	111

FIRST BOARE—10:30 A. M.

$8,000	Mo. 6s, '76		96½
10,000	Mo. 6s, L. B. b. c.		93
1,000	S. Car. 6s, new, Jan. & July		19½
10,000	Alb. & Sus. 1st		102
10,000	Chi. & N. W. C. Coup. G. bs.		78
1,000	Mor. & Essex 1st	b. c.	106
2,000	Tol. & W. 1st		96½
1,000	Un. P. 7s L. G.		80½
1,000	Un. Pacific 1st		82¾
7,000	do		82⅝
1,000	Tol. P. & W. 1st, (E. M.)		80
4,000	L. & N. C., '98		88
10,000	do	b. c.	88
6,000	W. U. T. 7s	b. c.	98
1,000	do		98
	6 Cen. Nat. Bank		99½
100	Bk. State of N. Y.		110
25	Wells-Fargo Ex.		73½
50	American Ex.		60⅝
100	W. Un. T.	b. c.	73⅜
200	do		74½
700	do		73⅝
1700	do		73⅝
700	do		73⅝
100	do		73½
100	do		73½
100	do		73½
100	North-west'n Pf.		85½
100	Tol. & Wab.	b.	35½

SECOND BOARD—1 P. M.

$5,000	C. P. S. D. & H. C. C.	b. c.	88¾
	do		114¾
200	West U. T.	b. c.	73⅜
100	do		73½
100	do		72⅝
100	do	c.	72⅝
1000	do		72⅝
200	do		72⅜
100	do		72⅜
100	do		72⅜
40	do		100
100	do		72⅜
100	do		72⅜
900	P. M. S. S. Co.	b. c.	44¾
100	do	b.	44⅜
200	do		44⅝
500	N. Y. C. & H. R.	b.	99⅞
100	Erie Railway		32½
200	do		32⅝
100	do		32⅝
100	do		32⅝
100	Union Pacific R.		28½
100	do		26⅝
100	do	b.	26⅝
100	do	c.	26⅝
100	North-west'n Pf.		85½
100	Tol. & Wab.	b.	35½

SALES BETWEEN THE CALL—12:30 P. M.

100	West. Un	s15.	72⅜
300	do	s3	72⅜
200	do		72⅜
300	Pacific Mail		44⅜
300	do		44⅝
100	do		44⅝
200	do		44⅝
100	do	s5.	44⅜
200	do	s3.	44⅜
700	Erie Railway		32½
400	do		32⅝
200	do		32⅝
100	do	b3.	32⅝
100	do	b3.	26⅝
100	do		26⅝
100	do		26⅝
200	do	s3.	26⅝
100	do		26⅝
100	do	b3.	26⅝
100	do		26⅝
100	do		26⅝
100	do

FINANCIAL.

LAKE SHORE & MICHIGAN Southern Railway Co.

Second Mortgage

7 PER CENT. BONDS.

COUPONS, $1,000 EACH.

REGISTERED, $1,000 and $5,000 EACH.

INTEREST JUNE 1 AND DEC. 1.

PRINCIPAL PAYABLE IN 1903.

FOR SALE AT 92 1-2 AND INTEREST, BY

ROBINSON, CHASE & CO.,

BANKERS, NO. 18 BROAD ST.

MUNICIPAL BONDS.

WE ARE NOW OFFERING THE BALANCE OF THE

CITY OF ROCHESTER WATER LOAN

AT PAR AND INTEREST. The Bonds mature in the year 1903, and bear interest at seven per cent. per annum, payable in this City in January and July.

COUPON BONDS OF $1,000 EACH.

REGISTERED BONDS OF $1,000 AND $5,000 EACH.

Under the direction of the BOARD OF WATER COMMISSIONERS more than EIGHT MILES of SERVICE-PIPE has been laid and brought into ACTUAL SERVICE during the past year.

We UNQUALIFIEDLY RECOMMEND this loan as a first-class investment, UNSURPASSED IN ITS SECURITY.

Robinson, Chase & Co.

BANKERS, NO. 18 BROAD ST.

VERMILYE & CO.

BANKERS,

18 and 18 Nassau st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES.

FIRST-CLASS RAILROAD AND MUNICIPAL BONDS ALWAYS ON HAND FOR INVESTMENT.

BUY AND SELL ON COMMISSION

RAILWAY STOCKS, BONDS, AND GOLD.

INTEREST ON DEPOSITS.

WASHN E. VERMILYE, JAS. A. TROWBRIDGE, DONALD MACKAY, LATHAM A. FISH.

ANDREWS, MACKAY & CO

No. 14 Wall st., New-York.

ANDREWS & CO., Paris,

Commercial and Travelers' Credits.

Exchange and Circular Notes on UNION BANK OF LONDON and on PARIS.

BUFFALO CITY SEVENS,

NEWARK CITY SEVENS,

JERSEY CITY SEVENS,

JERSEY CITY SIXES,

And other first-class MUNICIPAL BONDS, FOR SALE BY

DANIEL A. MORAN,

NO. 40 WALL ST.

CITY OF ALTOONA 7 PER CENT.

"PERMANENT IMPROVEMENT" BONDS.

$150,000 only, authorized. Redeemable after July 1, 1883, and payable July 1, 1903. Free of all taxes. The new Constitution of Pennsylvania requires all cities issuing bonds to establish a sinking fund for their retirement. The Act authorizing this loan specially provides that all the property within the city shall be held liable for the payment of both principal and interest. A liberal commission allowed. For sale by LLOYD & HUTCHINSON, No. 48 Exchange place.

JOHN MUNROE & CO.,

BANKERS, NO. 8 WALL ST., NEW-YORK, ISSUE CIRCULAR LETTERS OF CREDIT ON MUNROE & CO., PARIS, AND ON THE CONSOLIDATED BANK, LONDON.

CITY OF RAHWAY, N. J., BONDS, SEVEN per Cent., ten years to run from July 1, 1874; also one year bonds, same date, Seven per Cent.; interest payable at the Chatham National Bank, where the bonds are for sale.

BROWN BROTHERS & CO.,

NO. 59 WALL ST.,

ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

TO SPECULATORS IN STOCKS.

TUMBRIDGE & CO., Bankers No. 2 Wall st., New-York, are the right parties to deal with.

FIRE INSURANCE STOCKS BOUGHT AND sold by WM. C. GILMAN, No. 46 Pinest.

DIVIDENDS.

DIVIDEND NOTICE.

DELAWARE AND HUDSON CANAL COMPANY, } NEW-YORK, July 13, 1874. }

The Board of Managers of this Company have declared a DIVIDEND OF FIVE PER CENT. upon the amount of its capital stock now represented by outstanding certificates. This Dividend, together with the INTEREST ACCRUED SINCE FEB. 1, UPON PAID-UP INSTALLMENTS OF THE NEW STOCK, will be paid at the National Bank of Commerce, of New-York, on and after SATURDAY, THE 1ST OF AUGUST NEXT.

The transfer books will be closed at 3 o'clock P. M. on Wednesday, 15th inst., and remain closed until the morning of Tuesday, 4th of August next.

By order of the Board. JAMES C. HART, Treasurer.

CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, } CLEVELAND, Ohio, July 14, 1874. }

A DIVIDEND OF FOUR PER CENT. HAS this day been declared by this company, payable on and after Aug. 1 next.

Stockholders registered at New-York will be paid at the office of the United States Trust Company of New-York, No. 45 Wall st.

The transfer books will be closed at the close of business on 21st inst., and reopened on MONDAY, Aug. 3.

By order of the Board of Directors.

GEO. R. RUSSELL, Treasurer.

OFFICE OF UNITED STATES EXPRESS COMPANY, } No. 82 BROADWAY, } NEW-YORK, July 16, 1874. }

THE DIRECTORS OF THIS COMPANY HAVE declared a Quarterly Dividend of Two (2) Dollars per Share, payable at the office of Wells, Fargo & Co., No. 65 Broadway, New-York, on and after Aug. 1 proximo. The transfer-books will close at the Union Trust Company of New-York, at 2 o'clock P. M., on Tuesday, the 21st inst., and reopen on Monday, Aug. 3.

GEO. G. FARNHAM, Treasurer.

DIVIDEND.

OFFICE OF THE NEW-YORK EQUITABLE INSURANCE COMPANY, No. 58 WALL ST., } NEW-YORK, July 8, 1874. }

The Board of Directors have this day declared a Semi-annual Dividend of TEN PER CENT., payable on and after the 11th inst. JOHN MILLER, Secretary.

THIRTY-SECOND DIVIDEND.

OFFICE OF THE ARCTIC FIRE INSURANCE COMPANY, } No. 104 BROADWAY, NEW-YORK, July 8, 1874. }

The Board of Directors have this day declared a Dividend of Five per Cent. payable to the stockholders or their legal representatives on demand.

CHAS. BAMBURGH, Secretary.

THIRTY-THIRD DIVIDEND.

OFFICE OF RELIEF FIRE INSURANCE COMPANY, NO. 149 BROADWAY, NEW-YORK, July 8, 1874.

The Board of Directors have this day declared a Semi-annual Dividend of Five (5) per Cent., payable on demand. W. E. DUCKET, Secretary.

TREASURER'S OFFICE, } CENTRAL RAILROAD COMPANY OF NEW-JERSEY, } No. 119 LIBERTY ST., NEW-YORK, July 1, 1874. }

DIVIDEND.—A QUARTERLY DIVIDEND OF TWO and a half per cent. will be paid on MONDAY, the 20th inst., at this office. The transfer-books will be closed from Monday the 6th inst., to Wednesday, the 22d inst. SAMUEL KNOX, Treasurer.

OFFICE CITIZENS' INSURANCE COMPANY, } No. 119 BROADWAY, NEW-YORK, July 8, 1874. }

AN INTEREST DIVIDEND OF THREE AND a Half per Cent. on Capital Stock and Reserve Fund; also a Dividend of Five per Cent. on the Capital Stock, is payable on demand.

E. A. WALTON, Secretary.

FIREMAN'S TRUST INSURANCE COMPANY, OF BROOKLYN, } No. 201 MONTAGUE ST., AND NO. 60 WALL ST., } NEW-YORK, July 13, 1874. }

THE BOARD OF DIRECTORS HAVE THIS day declared a Semi-annual Dividend of FIVE PER CENT., payable on demand.

O. D. MILDEBERGER, Secretary.

STANDARD FIRE INSURANCE COMPANY, } OFFICE No. 117 BROADWAY, NEW-YORK, July 14, 1874. }

A SEMI-ANNUAL DIVIDEND OF FIVE PER CENT. has this day been declared; also an extra Dividend of FIVE Per Cent., both payable on demand.

WILLIAM M. St. JOHN, Secretary.

THE AMITY INSURANCE COMPANY, } No. 245 BROADWAY, NEW-YORK, July 14, 1874. }

THE BOARD OF DIRECTORS HAVE THIS day declared a semi-annual dividend of FOUR (4) PER CENT., payable on demand.

NATHAN HARPER, Secretary.

MERCHANTS' INSURANCE COMPANY, No. 149 BROADWAY, N. W. COR. LIBERTY ST., } NEW-YORK, July 13, 1874. }

THE USUAL SEMI-ANNUAL DIVIDEND of Ten per Cent. is payable on demand.

J. L. DOUGLASS, Secretary.

DIVIDENDS.

CLINTON FIRE INS. CO.

NEW-YORK, July 2, 1874.

DIVIDEND.—A Semi-annual Dividend of

Ten per Cent,

Has been declared payable on and after the 8th inst.

GEORGE T. PATTERSON, JR., Secretary.

SAVINGS BANKS.

CITIZENS' SAVINGS BANK

Of the City of New-York.

1874—JULY INTEREST.

The twenty-eighth semi-annual interest at the rate of SIX per cent. per annum, on all sums which have been on deposit for ONE or more months next previous to July 1, will be credited and paid on and after Tuesday, July 21.

All interest not called for will remain as principal, and draw interest accordingly, and will be entered on the depositors' books any time when presented after the 21st of July.

The bank is open every day for the reception and payment of money from 10 A. M. to 3 P. M., and on MONDAYS and SATURDAYS from 10 A. M. to 7 P. M.

Deposits made on or before Monday, July 20, will draw interest from the 1st of July.

Bank books in German, French, and English.

Bank, No. 58 Bowery, south-west corner of Canal st.

E. A. QUINTARD, President.

SEYMOUR A. BUNCE, Secretary.

METROPOLITAN SAVINGS BANK,

NOS. 1 AND 3 3D AV.,

Opposite Cooper Institute.

The TRUSTEES of this bank have ordered that INTEREST at the rate of SIX PER CENT. per annum be paid to depositors, on and after July 15, on all sums entitled thereto.

Interest not withdrawn will be added to the account, and will draw interest from July 1, and may be entered in the depositors' books at any time after the same is due.

Interest commences July 1 on deposits made now.

ISAAC T. SMITH, President.

PHILIP W. ENGS, A. F. OCKERSHAUSEN, } Vice-Presidents.

T. W. LILLIE, Secretary.

GREENWICH SAVINGS BANK,

JULY INTEREST FOR 1874.—The Board of Trustees have ordered interest to be paid to depositors on and after MONDAY, the 20th of July, 1874, at the rate of SEVEN PER CENT. per annum on all sums of $500 and under, and on all sums over $500 entitled thereto at the rate of SIX PER CENT. per annum. Interest not called for will be added as principal. Money deposited on or before the 10th of July will draw interest from the 1st.

B. F. WHEELWRIGHT, President.

JAMES BRYCE, J. HASKIN RHODES, } Secretaries.

CLINTON GILBERT, Treasurer.

THE ORIENTAL SAVINGS BANK,

No. 630 Grand st., between Attorney and Ridge sts.

MONEY DEPOSITED BEFORE JULY 21 will draw interest from July 1.

R. R. KENNEDY, Sec. WM. C. BUCKMASTER, Pres.

HERBERT H. HOE, GEO. C. SCHOFIELD, } Vice Presidents.

MANNING MERRILL, Auditor.

EUGENE SMITH, Attorney and Counsel.

EQUITABLE SAVINGS INSTITUTION,

No. 170 6TH AV., CORNER OF 12TH ST., } NEW-YORK, June 25, 1874. }

Interest at the rate of 8½ per Cent. per annum will be paid on all sums of $5 and upwards, payable on and after July 20. Interest not withdrawn will be credited as a deposit from July 1. Deposits made on or before July 20 will draw interest from July 1. Bank open daily from 9 A. M. to 3 P. M.; also Monday, Wednesday, and Saturday from 5 to 8 P. M.

JOHN E. DEWITT, President.

GEO. C. WALDO, Secretary.

PEOPLE'S SAVINGS BANK,

CORNER 3D AV. AND 23D ST.

The usual Semi-annual Interest, at the rate of SIX PER CENT. per annum, on all sums entitled thereto on the 1st day of July, will be paid on and after July 20.

Money deposited on or before July 20 will draw interest from July 1. FREDERICK OLMSTEAD, President.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 Canal st., near Laight.

THIRTIETH SEMI-ANNUAL DIVIDEND.

Interest at the rate of SIX PER CENT. per annum, will be paid on all deposits entitled thereto, on and after July 20.

NEW-YORK SAVINGS BANK, 8TH AV., corner 14th st.—Interest six per cent. Money deposited on or before July 20 will draw interest from July 1.

Assets, $3,050,015 06. Surplus, $261,919 14.

RICHARD H. BULL, President.

C. W. BRINCKERHOFF, Secretary.

FRANKLIN SAVINGS BANK, CORNER 42D ST. and 8th av. Interest dividend—Interest at the rate of 6 per cent. per annum for the six months ending July 1, 1874, will be paid to depositors entitled thereto on and after Monday, July 20.

JAMES F. CHAMBERLAIN, President.

JAMES E. SMITH, Secretary.

SHIPPING.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE, FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

SAILING WEDNESDAY AND SATURDAY, from Pier No. 29 North River.

CHAMPION, Capt. E. W. LOCKWOOD, Saturday, July 18, 12 M.

SOUTH CAROLINA, Capt. J. T. BACKETT, Wednesday, July 22.

Superior accommodations for passengers.

Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of

JAMES W. QUINTARD & CO., Agents, No. 177 West st., (corner of Warren.) Or W. P. CLYDE & CO., No. 6 Bowling green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of

BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway.

FOR SAVANNAH, GA.

THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.

WEDNESDAYS AND SATURDAYS.

THE STEAM-SHIPS

SAN SALVADOR, Capt. SUCKERSON, SATURDAY, July 18, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling green.

LEO, Capt. DEARBORN, WEDNESDAY, July 22, from Pier No. 16 East River, at 3 P. M.

MURRAY, FERRIS & CO., Agents, No. 62 South st.

H. LIVINGSTON, Capt. MALLORY, SATURDAY, July 25, from Pier No. 43 North River, at 3 P. M.

WM. R. GARRISON, Agent, No. 5 Bowling green.

MONTGOMERY, Capt. FAIRCLOTH, WEDNESDAY, July 29, from Pier No. 12 North River, at 3 P. M.

R. LOWDEN, Agent, No. 93 West st.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading, in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Railroad and Florida steamers.

GEORGE YONGE, Agent, Central Railroad of Georgia, No. 409 Broadway.

C. D. OWENS, General Freight and Passenger Agent.

ATLAS MAIL LINE.

BI-MONTHLY SERVICE TO HAYTI, VENEZUELA, CURACOA, MARACAIBO, JAMAICA, AND COLOMBIA.

First-class full-powered Iron screw steamers, from Pier No. 51 North River.

For HAYTI, CURACOA, VENEZUELA, and PORTO RICO.

CLARIBEL.....

ATLAS.....Aug. 7

For JAMAICA AND COLOMBIA.

ANDES.....July 31

ETNA.....Aug. 18

First-class passenger accommodation.

PIM, FORWOOD & CO., Agents. Nos. 56 Wall and 59 Pine sts.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The splendid vessels on this favorite route for the Continent, (being more southerly than any other,) will sail from Pier No. 50 North River, as follows:

VILLE DE PARIS, DANRE.....Saturday...July 25

LAFAYETTE, BELLARD.....Saturday...Aug. 8

PEREIRE, SEMONT.....Saturday...Aug. 22

PRICE OF PASSAGE IN GOLD, (including wine,) First Cabin, $125.....Second Cabin, $75.....Third, $35.

Excursion tickets at reduced rates.

American travelers, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense.

GEORGE MACKENZIE, Agent, No. 55 Broadway.

NORTH GERMAN LLOYD STEAM-SHIP CO.

FOR SOUTHAMPTON AND BREMEN.

The steam-ship WESER, Capt. W. WILLIGEROD, will sail on WEDNESDAY, July 15, at 2 P. M., from Bremen Pier, foot 3d st., Hoboken, to be followed by steam-ship MAIN, Capt. G. LEISE, on SATURDAY, July 18.

RATES OF PASSAGE TO LONDON, HAVRE, AND BREMEN, payable in gold or its equivalent in currency:

First cabin.....$120

Second cabin.....60

Steerage.....30

For freight or passage apply to OELRICHS & CO., Agents, No. 2 Bowling green.

FOR HAVANA.

NASSAU, PROGRESO, CAMPECHE, AND VERA CRUZ. New-York, Havana, and Mexican Mail Steam-ship Line.

Leaving Pier No. 3 North River, at 3 P. M.

CITY OF MERIDA, (Havana direct).....July 23

CITY OF HAVANA, (Havana direct).....July 30

CITY OF NEW-YORK, (Havana via Nassau).....Aug. 6

CUBA, (Havana and Mexico).....Aug. 8

For freight or passage, apply to P. ALEXANDER & SONS, No. 33 Broadway.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail every TUESDAY, at 3 P. M., from Pier No. 13 North River, (foot of Cedar st.,) for Havana direct, as follows:

CRESCENT CITY, Capt. T. S. CURTIS, July 21.

COLUMBUS, Capt. E. C. REED, July 28.

MORRO CASTLE, Capt. THOS. H. MORTON, Aug. 4.

For freight or passage (having magnificent accommodations) apply to WM. P. CLYDE & CO., No. 6 Bowling green.

D. MCKELLAR, Agent in Havana.

March 31, 1873.

PACIFIC MAIL STEAM-SHIP LINE

TO CALIFORNIA, JAPAN AND CHINA, VIA PANAMA.

RATES OF PASSAGE, (Including all necessaries for the trip:)

New-York to San Francisco, $50, $100, or $110 currency.

San Francisco to Yokohama, $150, gold.

San Francisco to Hong Kong, $200, gold.

Steamers leave Pier No. 42 North River, New-York, as follows:

COLON, Capt. J. M. Dow, July 18, at 12 noon.

CITY OF PANAMA, Capt. C. C. LINA, July 25, at 12 noon. Freight and way passengers only.

ACAPULCO, Commodore A. G. GRAY, Aug. 1, at 12 noon.

And every alternate SATURDAY thereafter, connecting with all steamers for Central American and South Pacific ports.

Extra steamers for freight and way passengers will be dispatched on intervening Saturdays as necessity may require.

Steamers leave San Francisco for Japan and China, as follows:

ALASKA.....July 25

COLORADO.....Aug. 8

and every fortnightly Saturday thereafter.

Steamers leave China and Japan for San Francisco and New-York as follows:

From Hong Kong...June 24 | From Yokohama...July 3

From Hong Kong...July 8 | From Yokohama...July 17

From Hong Kong...July 22 | From Yokohama...July 31

For freight and passage, or further information, apply at company's office, on wharf foot Canal st., New-York.

RUFUS HATCH, Managing Director. H. J. BULLAY, Superintendent.

G. H. DAYTON, Freight Agent.

FOR SAN FRANCISCO, VIA STRAITS OF MAGELLAN.

NOTICE TO SHIPPERS.

THE PACIFIC MAIL STEAM-SHIP COMPANY will dispatch their new and magnificent iron steam-ship CITY OF PEKING, 5,000 tons burden, for San Francisco, as above, on or about Aug. 10, 1874.

Clipper freight taken at unusually low rates.

The CITY OF TOKIO, sister ship to the above will follow and sail on or about Sept. 10.

For rates of passage, freight, or other information, apply at Company's office on wharf, Pier No. 42 North River, foot of Canal st., New-York.

RUFUS HATCH, Managing Director. H. J. BULLAY, Superintendent, G. H. DAYTON, Freight Agent.

CUNARD LINE.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston, crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42, or nothing to the north of 42.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS ARE DESPATCHED BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.

FROM NEW-YORK.	FROM NEW-YORK.
*Scotia, Wed'day, July 15	China, Saturday, Aug. 8
Algeria, Saturday, July 18	Calabria, Wed'y, Aug. 12
*Cuba, Wednesday, July 22	*Scotia, Wednesday, Aug. 19
Abyssinia, Wed'day, July 29	Algeria, Saturday, Aug. 22
*Russia, Wednesday, Aug. 5	*Bothnia, Wed'day, Aug. 26
And every following WEDNESDAY and SATURDAY from New-York.	

Steamers marked thus * do not carry steerage passengers.

Rates of passage—Cabin, $80, $100, and $130, gold, according to accommodation. Return tickets on favorable terms. Steerage at lowest rates. Steerage tickets from Liverpool and Queenstown, and all parts of Europe, at lowest rates. For freight and cabin passage apply at the company's office, No. 4 Bowling green; for steerage passage, No. 111 Broadway, Trinity Building.

CHAS. G. FRANCKLYN, Agent.

WHITE STAR LINE.

FOR QUEENSTOWN AND LIVERPOOL, CARRYING UNITED STATES MAIL.

NEW AND FULL-POWERED STREAM-SHIPS. Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC.....SATURDAY, July 18, at 9 A. M.

ADRIATIC.....SATURDAY, July 25, at 2 P. M.

REPUBLIC.....SATURDAY, Aug. 1, at 8 A. M.

BALTIC.....SATURDAY, Aug. 8, at 2 P. M.

From White Star Dock, Pier No. 52 North River.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room and Bath-rooms in MIDSHIP section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $80, gold; return tickets, $140, gold; steerage at low rates. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates at low rates.

Passengers booked to or from all parts of America, to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

R. J. CORTIS, Agent.

ANCHOR LINE.

PASSAGE RATES REDUCED.

NEW-YORK AND GLASGOW.

STEAMER EVERY WEDNESDAY AND SATURDAY, From company's piers, 20 and 21 North River, N. Y.

Utopia, Saturday....July 18 | Victoria, Saturday...Aug. 1

Columbia, Wed'day...July 22 | Australia, Wed'day...Aug. 5

Macedonia, Sat....July 25 | Bolivia, Saturday...Aug. 8

India, Wednesday...July 29 | Italia, Wed'day....Aug. 12

RATES OF PASSAGE—PAYABLE IN CURRENCY. TO GLASGOW, LIVERPOOL, LONDONDERRY, QUEENSTOWN OR BELFAST.

Cabin, $65 to $90, according to steamer and accommodations. Return tickets issued at reduced rates.

INTERMEDIATE, $25. STEERAGE, $15.

Drafts issued for any amount at lowest rates.

Send for circular, giving further information, to Company's offices, No. 7 Bowling green.

HENDERSON BROTHERS, Agents.

STATE LINE.

NEW-YORK TO GLASGOW, LIVERPOOL, BELFAST, AND LONDONDERRY.

These elegant new Clyde-built steamers will sail from Pier No. 36 North River as follows:

STATE OF GEORGIA.....Wednesday, July 22

STATE OF NEVADA.....Wednesday, July 29

STATE OF PENNSYLVANIA.....Wednesday, Aug. 5

And every Wednesday thereafter, taking passengers at through rates to all parts of Great Britain and Ireland, Norway, Sweden, Denmark, and Germany. Drafts for £1 and upwards. For freight or passage apply to AUSTIN BALDWIN & CO., Agents, No. 72 Broadway.

Steerage office, No. 45 Broadway.

STEERAGE AS LOW AS BY ANY OTHER LINE.

FOR LIVERPOOL,

VIA QUEENSTOWN,

CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY TUESDAY, as follows:

WISCONSIN, Capt. BERDOE.....July 21, 11 A. M.

MINNESOTA, Capt. —.....July 28, 3 P. M.

WYOMING, Capt. GEARD.....Aug. 4, 10 A. M.

NEVADA, Capt. PRICE.....Aug. 11, 3 P. M.

IDAHO, Capt. FONSYTH.....Aug. 25, 3 P. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 B'way,) at low rates.

For freight or cabin passage apply to WILLIAMS & GUION, No. 63 Wall st.

NATIONAL LINE.

NOTICE.—The most southerly route has *always* been adopted by this company to avoid ice and headlands.

From Pier No. 44 and 47 North River, TO QUEENSTOWN AND LIVERPOOL.

Greece.....July 18, —(The Queen...Aug. 1, 8 A. M.

Egypt.....July 25, 4 P. M.—July 29, 8, 1 P. M.

FOR LONDON DIRECT.

FRANCE, THOMPSON.....Thursday, July 23, at 11 A. M.

Cabin passage, $70 and $80, currency. Steerage at greatly reduced rates. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool at the lowest rates. Apply at the company's office, No. 69 Broadway. F. W. J. HURST, Manager.

INMAN LINE.—SOUTHERLY COURSE.

Royal Mail Steamers are appointed to sail as follows:

FOR QUEENSTOWN AND LIVERPOOL.

CITY OF BROOKLYN.....Saturday, July 18, at 3 P. M.

CITY OF MANCHESTER.....Saturday, July 25, at 2 P. M.

CITY OF RICHMOND.....Saturday, Aug. 1, at 12 M.

CITY OF PARIS.....Saturday, Aug. 8, at 2 P. M.

CITY OF MONTREAL.....Saturday, Aug. 15, at 3 P. M.

CABIN PASSAGE, $80 and $90, gold.

STEERAGE.—To and from all ports, at reduced rates. Cabin and General Office, No. 15 Broadway.

Steerage Offices, No. 33 Broadway, and Pier No. 45 North River. JOHN G. DALE, Agent.

FOR ST. THOMAS AND BRAZIL.

THE UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY.

Regular mail steamers SAILING 23D OF EVERY MONTH, making close connections at RIO DE JANEIRO with the English and French Mail Steamships for MONTEVIDEO and BUENOS AYRES.

The splendid steam-ship MERRIMACK, Capt. W. WAIN, will sail from PIER No. 43 NORTH RIVER, on THURSDAY, July 23, at 3 P. M., calling at ST. THOMAS, PARA, PERNAMBUCO, BAHIA, and RIO DE JANEIRO, going and returning.

First cabin passage to St. Thomas, $100; to Para, $150; to Pernambuco, $200; to Bahia, $210, and to Rio de Janeiro, $225, gold. Steerage half price. EXCURSION TICKETS, good for six months, at three quarters of above rates. Freights greatly reduced.

Apply to WM. R. GARRISON, No. 5 Bowling green.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

TAPSCOTT BROS. & CO.—EMIGRATION AND foreign exchange office. No. 86 South st., New-York. Bills of exchange and drafts for any amount, from £1 upward, issued at the lowest rates.

UNITED STATES PASSPORT BUREAU.—United States passports, indispensable to travelers, issued by J. B. NOSES, Passport Agent, No. 91 Dunne st., corner Broadway.

METALS.

THOMAS J. POPE & BRO.

METALS.

NO. 292 PEARL ST., NEAR BEEKMAN ST., NEW-YORK.

AUCTION SALES.

JERE. JOHNSON, JR., Auctioneer, General Sales-room No. 37 Nassau st.; Real Estate Department, No. 21 Park row.

ASSIGNEE'S SALE OF PRINTING PRESSES, A type, cases, stands, racks, &c., lithographic presses, lithographic stones, book-bindery tools, &c.

On WEDNESDAY, July 22, 1874, at 10:30 o'clock, at store of William W. Rose and Albert Wilkinson, No. 57 Cedar st. By order of C. T. BAINBRIDGE, Assignee.

SUMMER RESORTS.

The New Summer Resort,

Woodsburg Pavilion,

WOODSBURG, L. I.

This entirely new, beautiful, and commodious hotel, situated at Woodsburg, two and a half miles from Rockaway, South Side, Long Island, sixteen miles from New-York, having been greatly enlarged and magnificently equipped, is now one of the finest and most complete hotels in the State, and as a family resort cannot be equaled for its accommodations, will be opened June 1.

Those desiring a delightfully cool and pleasant Summer home will find in this house superior attractions, having a view of the ocean for twenty miles, being entirely new and replete with all modern conveniences found in any city hotel, such as gas, water in every room, hot and cold water baths, and steam heat throughout.

Surf and still-water bathing within a few moments' walk. Fine drives, with carriages for guests, fishing and boating on the bay. Location and climate unsurpassed for healthfulness and beauty. Every attention will be paid to the comfort of guests. The house will be kept in strictly first-class style. Liberal terms will be offered to those wishing to engage rooms for the season.

Fine stables for private teams attached to the hotel.

The house is accessible by the South-side Railroad of Long Island, also Long Island Railroad via Ocean Point. Trains leave every two hours, arriving at Woodsburg in one hour; South-side Railroad, from Grand and Roosevelt sts.; Long Island Railroad, 34th st. and Peck slip. For time-table see daily papers. Terms—$15 to $18 per week; $3 per day. Address N. P. SEWELL, Proprietor.

HOTEL FENIMORE, COOPERSTOWN,

OTSEGO COUNTY, N. Y.,

is open for guests.

BOARD, $3 PER DAY.

A liberal arrangement made with PERMANENT FAMILIES and TRAVELING AGENTS.

JAMES BUNYAN, Proprietor.

PROSPECT PARK HOTEL, Catskill, N. Y.,

Will open on the 15th of June. House 250 feet elevation, with extensive grounds of some twenty acres on the Hudson River; mountain air; scenery unsurpassed in the world; house greatly enlarged, and grounds remodeled and improved; has first-class accommodations for 300 or 400 guests; accessible by boats or cars. Address JOHN BREASTED, Catskill.

ROUND HILL HOTEL, NORTHAMPTON, MASS.—No water cure, "Paradise of America." Jenny Lind. Cool mountain air; perfect drainage, beautiful shade, billiards, bowling, driving, music, a lively season, and all attractions for families and transient guests at low rates. Carriages to Mill River and elsewhere. Secure rooms by letter or telegraph in advance. Send stamp for "Tourists' Guide."

HIGHLAND HOUSE,

GARRISON'S, OPPOSITE WEST POINT, N. Y.

Good rooms can now be secured for August and September at this favorite Summer resort.

Apply or address G. F. & W. D. GARRISON, Proprietors, Garrison's, N. Y.

Or Grand Union Hotel, 41st st. and 4th av., New-York.

SEA VIEW HOUSE,

MARTHA'S VINEYARD, MASS.

This elegant hotel at the finest sea-side resort in the country, is now opened. July 1. A descriptive circular of the place, with terms for board, routes for reaching it, &c., will be sent on application to H. M. BROWNELL, Parker House, New-Bedford, Mass., or Sea-view House, Oak Bluffs, Martha's Vineyard, Mass.

COZZENS' WEST POINT HOTEL

is now open.

EDWARD COZZENS, Proprietor.

THE PARRY HOUSE.

at HIGHLAND FALLS, on the bank of the Hudson, one and a half miles from West Point, is now open. Terms, $12 to $18 per week. Address WILLETT PARRY, Highland Falls, N. Y.

CONTINENTAL HOTEL, SARATOGA SPRINGS, N. Y., is now open for the season of 1874. Its location is central, its rooms large and pleasant, and table unsurpassed. No bar, no liquors.

Board $17 50 to $21 per week.

ADAMS & MANN, Proprietors.

CHATEAUGAY LAKES.—A DELIGHTFUL RESort for Summer boarders; air pure and bracing, water excellent, fish and game in abundance. For particulars address D. W. MERRILL, Chateaugay Lake, Franklin County, N. Y.

BELMONT HALL,

NEW-BRIGHTON, STATEN ISLAND.

Fronts the Bay near landing. Thirty minutes from Whitehall or Dey st. Everything first-class. Moderate rates.

BRIGHTON HOUSE, ON THE BEACH AT Perth Amboy, N. J.—Nine trains from Whitehall st. Fare 25 cents. Groves, lawns, and fruit trees; location unsurpassed; all the popular amusements. Terms low. H. B. KENT, Proprietor.

GRAND HOTEL,

SARATOGA SPRINGS.

Board, $21 per week; $3 50 per day.

JOHN B. COZZENS, Proprietor.

ST. MARK'S HOTEL,

NEW-BRIGHTON, STATEN ISLAND.

Only twenty-five minutes from New-York.

DE CAMP & JOHNSON, Proprietors.

LINWOOD HOUSE, ON PALISADES, BEtween Fort Lee and Englewood—Good board at panic prices; bath, &c.; send for circular: Coylaville, Bergen County, N. J.

BOARDING AT THE BARGER HOUSE, at Lake Asquanna. Address Box No. 266, Peekskill Post Office, N. Y.

COUNTRY BOARD.

AT MORRISTOWN, N. J.—GRANDVIEW House, delightfully situated on the Watmong Mountain, 15 minutes' drive from depot; location unsurpassed for purity of atmosphere, picturesque drives, and all the attractions of country living; excellent stabling. Apply at No. 45 5th av., or on the premises.

LONG BRANCH.—DESIRABLE ACCOMMODAtions at private cottage, about five minutes' walk from the ocean; house surrounded by handsome shade-trees and lawn. Apply to Mr. E. W. CLARKE, real estate agent, Long Branch, or address C. C. B., Long Branch.

COUNTRY BOARD—TWO AND A HALF MILES west of Poughkeepsie; large lawn, plenty of shade, croquet, fruit, vegetables, milk, and good board at moderate prices; refers to H. B. Caverly, No. 293 Washington st., New-York. Address JOSHUA BROOKS, Highlands, Ulster County, N. Y.

COUNTRY BOARD—ENGLEWOOD.—FIFTY MINutes from Chambers st.: a fine, large, airy room, with first-class board; house on high ground; fine lawn, shade, fruit, &c.; terms moderate. Address W., Box No. 121, Post Office, Englewood.

"LODER MANSION."

Fine suite of rooms to let for balance of the season; fifty minutes from City by New-York and New-Haven Railroad. For particulars address P. B. ROBINSON, Loder Mansion, Rye, N. Y.

COUNTRY BOARD.

Large rooms in modern house on the water; private boat, stabling, well-shaded croquet ground, bathing; terms moderate. Address or inquire for Mrs. HANHARD, Stamford, Conn.

COUNTRY BOARD, ON THE HUDSON—Commanding fine view of the river and surrounding country; adults preferred; references exchanged. Address Mrs. L. CARPENTER, Marlboro, Ulster County, N. Y.

SUMMER BOARD AT MILTON, ON THE HUDson. Apply to Mrs. CRAFT, Milton, Ulster County, N. Y., or JOHN J. ANGEVINE, Bank of the Republic.

GOOD COUNTRY BOARD AT OYST

MONMOUTH PARK.

CLOSE OF THE SECOND MEETING.

A BEAUTIFUL DAY AND CAPITAL RACING—CHESAPEAKE, ACROBAT, STOCKWOOD, SHYLOCK, AND GEORGE WEST THE WINNERS.

The racing carnival at Long Branch terminated yesterday in a manner highly gratifying to the Monmouth Park Association. The programme promised excellent sport, and, combined with the beautiful weather, induced a large crowd of people to leave the City to witness the closing scenes. All the boats were crammed, and fully 5,000 persons assembled within the inclosure of the course. There was an unusual display of elegant toilets and costly equipages, all the leading sojourners at the Branch making it a duty to be present. The crowd was so large that on the return voyage an extra boat was in readiness to convey the excursionists home. There were five races on the cards, the first of which was the August Stakes for two-year-olds, which was won by Chesapeake; the second, the Robins Stakes for three-year-olds, two miles, which was won by Acrobat, beating the favorite, Aaron Pennington, after a close struggle. The third race, a Consolation Handicap for beaten horses, was taken by Stockwood; and George West won the steeple-chase with ease. The meeting has proved so much of a success that the Association will give another series on the 25th, 26th, and 28th of August, after the excitement of the Saratoga races has subsided. Below are the details of the sport:

THE AUGUST STAKES.

The "babies" in the August Stakes were called upon to inaugurate the day's sport. There were twenty of them engaged, and the distance, one mile, was the longest they had ever been asked to go. There were nine of them marked on the card as starters, viz.: J. W. Hunt Reynolds' ch. f. Aniella, P. Lorillard's b. f. Vernango, J. John F. Chamberlin's ch. c. Lord Zetland and g. f. Lizzie R., H. P. McGrath's b. c. Chesapeake, F. M. Hall's gr. c. Silvius, F. Morris' b. f. Sweet Lips, A. B. Lewis & Co.'s b. c. Victorious, and L. A. Hitchcock's ch. f. Ino. Of the lot the knowing ones singled out Chesapeake as the winner, and, as Bobby Swim said it was dead sure for him, the backers of the green and orange of McGrath were free with their money, while Sweet Lips, the filly which won the Theopian Stakes on Thursday, although carrying a five-pound penalty, was a good second choice. The quotations were as follows:

Chesapeake	$305	$290	$400
Sweet Lips	105	135	200
Vernango	35	60	85
Lizzie R.	70	100	80
Aniella	100	120	150
Silvius			
Victorious			
Total	$615	$705	$915

THE RACE.

After a little fractiousness on the part of Lizzie R., they were sent away, with Chesapeake leading, Aniella second, Lizzie R. third, Silvius fourth, Sweet Lips and Vernango together, and Victorious left behind, but going the course. As they went round the turn, Chesapeake kept his lead and Silvius ran up to the second place, and Vernango went third. When they had reached the quarter pole, Vernango, having taken the second place from Silvius, shot up to the head of Chesapeake, and began passing him. As they went along the backstretch, Vernango forced the pace and soon forged to the front of Chesapeake, finally leaving him half a length, Silvius still third, the others close up. At the half-mile pole Vernango still held the lead by a length, Chesapeake second, Silvius third, and Lizzie R. fourth, and beginning to look dangerous. In this way they came round the lower turn, but at the three-quarter pole Lizzie R. had passed Hall and lapped Chesapeake's quarter, while Vernango still held the lead a length. Coming up the homestretch Aniella came up from the rear, and at the furlong-pole Chesapeake, Lizzie R., Aniella, and Sweet Lips were in a line, with seventy-five yards of the stand. Chesapeake ran out, and won the race by a length in 1:47½. Lizzie R. was second, hardly a head's length before Sweet Lips, while Aniella was but a length behind them, Silvius fifth, Vernango sixth, Victorious, after being left at the post, ran to the finish.

SUMMARY.

FIRST RACE.—August Stakes, value $500, added to a sweepstakes of $50 each, play or pay, for two-year-olds, the winner of the Theopian Stakes to carry 5 pounds extra; second to receive $100, and the third horse $50 out of the stakes; one mile. Twenty nominations. Value to winner, $1,350.

H. P. McGrath's b. c. Chesapeake, by Lexington, out of Roxanna. Swim.....1
John F. Chamberlin's gr. f. Lizzie R., by Aster, out of Fairy. Hughes.....2
F. Morris' b. f. Sweet Lips, by imp. Eclipse, out of Prophetess.....3
J. W. Hunt Reynolds' ch. f. Aniella, by imp. Australian, out of La Grande Duchesse.....4
F. M. Hall's gr. c. Silvius, by Eugene, out of Faith, by Childe Harold.....5
P. Lorillard's b. f. Vernango, by Vandal, out of Woodbine.....6
A. B. Lewis & Co.'s b. c. Victorious, by Vandal, dam by Brown Dick.....0

Time—1:47½.

THE ROBBINS STAKES.

The most important race of the day was now called. It was the Robbins Stakes for three-year-olds, two miles, which closed with thirty-one nominations, and, although seven of them were marked as starters only four sported colors when called upon by the judges. These were K. W. Sears' ch. c. Acrobat, W. H. Cottrill's b. f. Bannerette, H. P. McGrath's b. c. Aaron Pennington, and D. D. Withers' ch. c. Maccaroon. It is almost unnecessary to say that Pennington was the favorite after the victory of his stable companion in the first race, but the knowing ones, while overrating the powers of Pennington to carry the top weight, underrated the capacities of Acrobat, and acted accordingly, as the following quotations will certify:

Aaron Pennington	$750	$1,050	$450
Acrobat	370	625	475
Bannerette	205	250	100
Maccaroon	115	115	75
Total	$1,440	$2,040	$1,300

THE RACE.

When the starter tapped the drum, Acrobat jumped off four lengths in the lead, Maccaroon second, Bannerette third, and Aaron Pennington fourth. Round the turn Acrobat kept his lead, but on nearing the quarter-pole Bannerette rushed past Maccaroon, and, assuming the second place, closed within a length of Acrobat. At the quarter-pole Acrobat still maintained the front position, with Bannerette at his tail, Maccaroon third, and Pennington waiting in the rear. Going along the backstretch Bannerette kept her pace going, and had her head at the saddle-girth of Acrobat, while six lengths behind came Maccaroon, who was leading Pennington two lengths. The pace was not fast enough to suit Bannerette, so she gave Acrobat the go-by, and when they passed the half-mile pole she was leading him a length, and Maccaroon was six lengths behind and still leading Pennington two lengths. In this manner they came round the turn and past the three-quarter pole. When they came up the homestretch Acrobat got closer to Bannerette, and when they finished the first mile she led him two lengths, Maccaroon four lengths behind and pressed by Pennington. As they went round the turn again Bannerette got the spur and made an effort and immediately opened away four lengths from Acrobat, who was two lengths before the other two. Bannerette still made the pace and went flying past the quarter-pole, now six lengths in front of Acrobat, who was leading Pennington a length, the latter lapped on the quarter by Maccaroon. As they went along the backstretch Pennington rushed up to the head of Acrobat, and the pair, thus yoked, closed rapidly upon Bannerette, who began to quit rapidly. Before they reached the half-mile pole the pair had passed the filly, and at that point they were a length in front of her, while Maccaroon was in the act of passing her also. Round the lower turn they came, Pennington and Acrobat fighting every foot of the way, while Bannerette was pumped out and fell away, Maccaroon taking third place, and closing on the leaders. When they reached the three-quarter pole, Pennington cheered the hearts of his backers as he showed half a length in front of Acrobat, Maccaroon being two lengths behind them, and Bannerette beaten. They now turned into the straight work, and the excitement rose to a great height as Acrobat, with grand stride, inched upon the favorite. He finally reached the head of Pennington, and a grand struggle ensued between them. They were equal at the furlong pole, and Maccaroon was encouraged by whip and spur, but three lengths behind them, to make an effort. He could not answer the call, and fell away, while the other two kept up their determined struggle. "Pennington wins!" shouted many voices as they approached the stand, but no sooner did the sound die away than Swim threw his whip and used it unsparingly. This was a bad sign, and Acrobat suddenly shot to the front, and amid great cheering and excitement beat Pennington out by a length in 3:42, Maccaroon third, fifteen lengths behind, and the same distance in front of Bannerette. After the race Swim made a charge of foul against Acrobat, but it was not sustained.

SUMMARY.

SECOND RACE—Robins Stakes.—Value $1,000, added to a sweepstakes of $50 each, play or pay, for colts and fillies, foals of 1871; the second to receive $200, and the third $100 out of the stakes; two miles; 31 nominations. Value to winner, $2,300.

K. W. Sears' ch. c. Acrobat, by Lexington, out of Sally Lewis.....1
H. P. McGrath's b. c. Aaron Pennington, by Tipperary, out of Lucy Fowler.....2
D. D. Withers' ch. c. Maccaroon, by Macaroni, out of Songstress.....3
W. H. Cottrill's b. f. Bannerette, by Lexington, out of Banner.....4

Time, 3:42.

THE CONSOLATION HANDICAP.

The third race on the card was the Consolation Handicap for beaten horses, all ages, which had six entries, but only three of them answered the summons of the judges. These were Joseph Donahue's b. c. Cariboo, 4 years; John Coffee's br. c. B. F. Carver, and D. J. Bannatyne's Stockwood. Considerable excitement ensued before the race, in consequence of the pools being sold the night before the race with Dublin and Cariboo as belonging to the Donahue stable, while the latter horse was entered in the name of Hugh Gaffney. This was evidently an attempted fraud, as Dublin was withdrawn and Cariboo, a horse of no account, was sent to the starting-post. The judges decided that all pools affecting the Donahue stable were off, which elicited loud applause. The pools sold just previous to the race were as follows:

Stockwood	$560	$405	$500
B. F. Carver	220	170	240
Cariboo			

THE RACE.

The distance being a mile and a half, they were started from the half-mile pole, and at the signal Stockwood took the lead, Cariboo second, and Carver third. As they came round the lower turn, Cariboo rushed to the front and was sent along at his best. He immediately opened a gap of eight lengths, by which distance he passed the three-quarter pole. Stockwood being second the same distance in advance of Carver. As they came up the home-stretch, Cariboo increased his lead and passed the stand fully fifteen lengths in advance of Stockwood, who was four lengths ahead of Carver. As they went round the turn, the two rear horses got closer together and shortened the distance between them and Cariboo, the latter passing the quarter-pole ten lengths ahead of Stockwood, who was three-quarters of a length ahead of Carver. The two latter remained in the same positions all the way down the backstretch to the half mile pole, at which point Cariboo was but a length before them. Coming round the lower turn the three were together, and ran in this way to the three-quarter pole, at which point Stockwood came to the front. On the home-stretch Cariboo fell back beaten, and Carver made his run. He got his head to Stockwood's saddle-girth, but could get no nearer. As they neared the stand Stockwood came away and beat Carver home a full length, in 2:42¾, Cariboo ten lengths behind.

SUMMARY.

THIRD RACE—CONSOLATION HANDICAP.—Purse $400 for beaten horses, all ages; (winners excluded;) one mile and a half:

D. J. Bannatyne's ch. h. Stockwood, 6 years, by Asteroid, out of Alabama, 105 pounds.....1
John Coffee's br. c. B. F. Carver, by Lightning, out of La Victrine, 105 pounds.....2
Hugh Gaffney's b. c. Cariboo, 4 years, by Lexington, out of Alice Jones, 100 pounds.....3

Time—2:42¼.

MATCH RACE.

Next came the match for $1,000 a side between Pierre Lorillard's b. f. Vaultress, three years, and Lawrence & G. Lorillard's b. h. Shylock, five years; two miles. The contest created much interest, and the betting on the result was as follows:

Vaultress	$590	$500	$605
Shylock	530	500	520

THE RACE.

Shylock was a length in front at the start, but Vaultress soon caught him, and then went to the front, leading a length at the quarter and down the backstretch. At the half-mile pole she led half a length, but as they came round the lower turn the filly got away and passed into the homestretch two lengths in the van. Coming up the homestretch Shylock closed up, and it was nose and tail at the finish of the first mile. Round the lower turn they went, with the filly still showing the way, passing the quarter pole three-quarters of a length in advance, and a length at the half-mile pole. When nearing the three-quarter pole Shylock closed again, and the filly let him at her without a neck only. Down the stretch the homestretch head and head until near the stand, when the filly made a grand effort, and showed her neck in front. The horse, however, had another link left, and repassed his competitor, finally winning the race by half a length, in 3:46½.

SUMMARY.

FOURTH RACE—Match $1,000 a side, two miles.

Lawrence and G. Lorillard's b. h. Shylock, 5 years, by Lexington, out of Edith, 114 pounds.....1
Pierre Lorillard's f. Vaultress, by Vandal, dam by Childe Harold, 90 pounds.....2

Time—3:46½.

THE STEEPLE-CHASE.

The meeting was brought to a close with a steeple-chase handicap, with the following starters, viz.: George West, Wizard, Impecunious, Vesuvius, and Henrietta. It was considered so easy a race for West that there was no betting on the result except at the Paris Mutuel stand, where West was left out. The chase was of a very ordinary nature, and resulted in an accident that may cause the death of one of the riders. When they started West assumed the lead, and the lot attempted the first jump—a stone wall at the turn. All but Impecunious got over safely, the latter striking the wall heavily and turning a complete somersault, and his jockey, McCalf, falling under him. West maintained his lead over the third jump, when Vesuvius went up and passed him. When they came to the water jump in front of the grand stand West was over first, six lengths in front of Vesuvius, who was the same distance before Henrietta and Wizard. West led all the way round to the water again, leading here four lengths, Vesuvius jumping on the side of the wall, and consequently not going the course. West continued to open a great gap, and finally won by fifty yards in 6:05½. Vesuvius came in second, a hundred yards ahead of Henrietta, Wizard fourth. Vesuvius not going the course, as before mentioned, was ruled out, and second money given to Henrietta; Wizard third.

SUMMARY.

FIFTH RACE.—Steeple-chase handicap for all ages, about three miles over a fair hunting course. Purse $700, of which $75 to second, and $25 to third horse. Jos. Donahue's ch. h. Geo. West, 5 yrs., by Asteroid out of Kate Hayes, 151 pounds, Gaffney.....1
M. A. Littell's b. m. Henrietta, 5 yrs., by Jerome Edgar out of Minnie Minor, 130 pounds.....2
Hugh Gaffney's br. g. Wizard, 4 yrs., by Concord out of Dolly Morgan, 135 pounds.....3
John Griffin's b. g. Vesuvius, aged, by Vandyke out of Julia Berry, 140 pounds.....0
Jno. F. Chamberlin's b. g. Impecunious, by Tipperary out of Lucy Fowler, 130 pounds.....0

Time—8:05½.

It was said after the race that Metcalf, the rider of Impecunious, had both legs broken, and he was taken from the track and cared for.

MINIATURE YACHTING AT PROSPECT PARK.

The usual Saturday races of the Miniature Yacht Club of Brooklyn took place yesterday on the lower lake at Prospect Park. During the earlier portion of the afternoon there was not a ripple on the surface of the lake, and the wind was so light that it was merely a matter of drifting, even for these very small craft. There is no formality or ceremony about these races, and the boats are started from one side of the lake to the other, according to the direction of the wind. The principal boats out yesterday were a new boat, named for the present the Wyvern, of 60 inches length and 18 inches breadth of beam; the Peerless, 60 inches long; the Albatross, 56 inches; the Hurricane, 60 inches, and the Blue Bell, a new boat, 60 inches long by 16½ in the beam. Late in the day, a new boat named the Annie put in an appearance, and the America, which is the longest of the little fleet, being 7 feet 10 inches in length, was also upon the water. She did not show such speed, however, as her size would warrant. All the little craft are schooner-rigged. Those that sailed in the races were attended by boats, the occupants of which placed them on their proper tacks when occasion required, but there were others that drifted about aimlessly, and ran aground on any shore, like so many stranded wrecks. There were only four boats in the first race, which, as already stated, was almost a drifting match. The course was from the dam to the south creek, and whatever little wind there was came from the west. The Wyvern was first, the Hurricane second, the Albatross third, and the Peerless fourth. The Blue Bell was added in the next match, and the wind was at the time a great deal fresher and from the south. The Hurricane won, and was followed by the Albatross, Wyvern, Blue Bell, and Peerless in the order named. The course was from Club Island to the opposite shore. The same boats started in a third race, which was won by the Albatross, the Hurricane second, Wyvern third, Blue Bell fourth. The Peerless mistook the course, and sailed over a far greater distance than the others. A fourth race was won by the Unknown, the Albatross second, Peerless third, and Hurricane last.

KILLED WITH A PIECE OF COAL.

A notice was sent to the Coroner's office yesterday that Capt. Wm. Benson, of the brig Octavio, died at Bellevue Hospital from the effects of injuries received on the 6th inst. by being struck on the head with a piece of coal by an expressman named Charles McCarthy, of No. 79 James street. It appears that on the day in question McCarthy went to the dock at the foot of West Seventeenth street, where the brig was lying, for the purpose of getting a trunk. He went on board with that intention, but Capt. Benson refused to allow him to take it and ordered him away. A quarrel ensued, during which McCarthy picked up a piece of coal, and threw it at the Captain, striking him on the head. The injured man was taken to Bellevue Hospital, his wounds being considered dangerous, and McCarthy was arrested and locked up. He was taken to court on the 7th inst., and admitted to bail. Yesterday, Coroner Woltman issued a warrant and placed it in the hands of officer Mahoney, of the Fourth Precinct, who subsequently arrested McCarthy, and committed him to await the result of an investigation.

AN ASSESSMENT VACATED.

Some days ago motion was made in Supreme Court, Chambers, to vacate an assessment for over $9,000 on the property of Henry J. Anderson for repaving First avenue from Thirty-first to Sixty-first streets, on the ground that the ordinance was published but once in the *Leader*, one of the Corporation papers, whereas the law required two publications in each Corporation paper. The answer was that the ordinance was passed in 1868, and all irregularities were cured by the acts of 1872 and 1874. Yesterday Judge Lawrence decided that the ordinance did not come within the scope of the subsequent curative acts, and granted the motion.

THE OTHER SIDE OF THE STORY.

The desperate encounter which Officer Murphy and Capt. Williams, of the Eighth Precinct, is reported as having had on Friday night with a mob in Sullivan street, turns out to be nothing more than a mere ordinary street quarrel. The officer attempted to arrest John Gilbert and Edward Alton for fighting, and they turned upon him and gave him a few blows. The two men were held in $300 for a simple assault, by Justice Murray, at Jefferson Market Police Court yesterday, on complaint of Officer Murphy, who appeared in court without a scratch.

CITY AND SUBURBAN NEWS.

NEW-YORK.

The Police, during the past week, arrested 1,802 persons.

An army medical board will meet in this City on the 4th of August.

One hundred dogs were destroyed at the dog pound yesterday morning.

During the past week 3,154 immigrants were landed at Castle Garden.

Marshal Conklin granted 198 licenses and received $911 50 last week.

Gen. Daniel C. McCallum took his departure for Europe yesterday morning in the steam-ship Celtic.

The steam-ships Main and Celtic, which left this port yesterday for Europe, took out 57,551 letters and 66 bags of papers.

John Dolan was held in $1,000 bail by Justice Bixby, at Essex Market Court, yesterday, charged by Officer Stapleton with having brass knuckles in his possession.

Yesterday afternoon Henry Miller was taken before Judge Wandell, at the Tombs Police Court, charged with stealing a case of boots worth $35. He was committed in default of $1,000 bail.

Rev. W. C. Van Meter has returned from Italy, and will speak of his Bible and School work in Rome and other places to-day, at 2:30 P. M., in the Chapel of the Howard Mission, No. 40 New-Bowery.

The body of Hugh McKeegan, aged eighteen, who had been missing from his home in Greenpoint since last Wednesday, was found yesterday floating in the East River at the foot of Fifty-fourth street.

Robert Holder, aged forty-nine, attempted to commit suicide last evening by taking laudanum, at his residence, No. 14 Bedford street. He was attended by Dr. Cook, and taken to Bellevue Hospital.

Wm. McQuade, aged eighteen, of No. 122 North Second street, Williamsburg, fell from the second story to the basement of a new building at Broadway and Forty-second street, yesterday, and was instantly killed.

Geo. Thomas, alias Chas. Beatty, who escaped from the Penitentiary on Blackwell's Island in February, was arrested yesterday by Detective King, of the Central Office, and taken back to his old quarters, where he owes twenty-two months' service.

John Early, who has no residence, was arrested yesterday charged with the theft of a coat, which he took from a room in Sweeney's Hotel, where he was temporarily lodging. He was held to answer, not being able to furnish $500 bail.

There were reported at the Bureau of Vital Statistics, during the week ending at noon yesterday, 790 deaths, 480 births, and 131 marriages—being an increase of 228 deaths, and a decrease of 143 births and 50 marriages as compared with the preceding week.

One wholesale and eleven retail liquor dealers, three of the latter being females, were arrested and taken before United States Commissioner Shields for selling spirits without having paid the United States internal revenue tax. Their cases will be examined on Monday next.

Mr. Joseph Strauss, Deputy Clerk of the Police Department, who, after occupying that position for a number of years, was removed on motion of Commissioner Duryee, on the 17th inst., yesterday sent a communication to the board protesting against their action, as no cause had been assigned for his removal.

Peter Sheridan, who was awarded the contract for paving Worth street some time ago, was notified by the Controller to produce his sureties for approval before 1 P. M. yesterday. He failed to appear, and it is likely that advertisements for new proposals for the work will be published by order of Commissioner Van Nort.

Capt. R. W. Shufeldt, now executive officer in the New-York Navy-Yard, and formerly American Consul General in Cuba, has been offered a high position in the Pacific fleet of the Pacific Mail Steamship Company. Capt. S. F. Hunt has been appointed to the command of the City of Peking and Capt. Jefferson Maury to the City of Tokio.

The spirit of fraternity between the Methodist Churches, North and South, is rapidly increasing. As an evidence of this it will be seen by our religious notices that Drs. McFerrin and Plummer, of the Southern Church, fill the pulpit of the Free Tabernacle M. E. Church, on Thirty-fourth street, between Seventh and Eighth avenues, this morning and evening, and Bishop Kavanagh, of Kentucky, preaches in the same church a week from to-day.

The funeral of Philetus H. Holt, the well-known flour merchant, who died on Wednesday last, took place yesterday morning from St. Bartholomew's Church, corner Forty-fourth street and Madison avenue. The funeral was attended by many members of the Produce Exchange, flour and grain trade, merchants and business men of the City. The funeral services were read by Rev. Dr. Cooke, who paid a high tribute to the eminent qualities of the deceased. At the conclusion of the services the remains were removed to Green-Wood for interment.

Among the passengers by the Inman steamer City of Brooklyn yesterday was Mrs. Helen Bernard, who last Autumn was sent to Europe by the United States Government to visit Liverpool, Hamburg, Bremen, and other places, and report on the accommodations for and treatment of steerage passengers. She returned on the City of New-York, and made a report declaring that, after having visited the homes of the emigrant class in their native countries, she considered the food and accommodation given them as passengers superior to that which they had been accustomed to.

BROOKLYN.

Collector Burrows received, during the week, taxes amounting to $31,993 21.

The vessels of the Brooklyn Yacht Club start on their annual cruise on July 22.

A large number of indictments in jail cases were presented in the Court of Sessions yesterday by the Grand Jury.

The nude body of a boy, about sixteen years of age, was found in the water at the foot of Pearl street, yesterday, and taken to the Morgue to await identification.

Catherine Laily, aged sixteen, was arrested yesterday on a charge of stabbing Mary McKee, aged nineteen, during a quarrel in Jackson's Hollow yesterday morning.

John Kelly was sent to the Penitentiary for six months by Justice Riley, yesterday, for attempting to rob the poor-box in St. Patrick's Roman Catholic Church on Kent avenue.

The Directors of the Equity Gas Company, of the Eastern District, which proposes to manufacture gas from crude petroleum, according to the "Wren process," have resolved to proceed at once with the work of laying pipes and erecting gas works.

The body of a man about thirty years of age, with full dark whiskers, was found floating in the water near the Greenpoint Ferry yesterday morning. From papers found in his pocket it is supposed that his name is Obecinsky, and that he resided at No. 59 Attorney street, New-York.

Mayor Hunter emphatically denies that "strong efforts are being made to have a special meeting of the Board of Aldermen held on Monday to pass the Bridge appropriation of $2,000,000," as stated in a morning paper yesterday. The special meeting of the board will be held on Monday.

Postmaster Talbot has just completed arrangements by which a letter mailed in Brooklyn at 6:15 in the morning will reach any Post Office on Long Island the same day. Heretofore letters mailed in Brooklyn for points on Long Island had to go first to the New-York office, and were sometimes two and three days in reaching their destination.

LONG ISLAND.

There are ten granges of the Patrons of Husbandry at present in Suffolk County, all in a flourishing condition.

During the severe thunder-storm of Thursday afternoon last Mr. John Hurst, of Jamaica, and a fishing party of half a dozen, were trolling for blue fish in Jamaica Bay, when the lightning struck the mast of the boat in which they were, shivering it to splinters and burning a number of holes in the sail. Five of the party at the time were lying in the forecastle for shelter, near the trunk of the mast, but, strange to say, only one of them was affected, and he only slightly.

Early on Friday morning burglars entered the store of Messrs. J. B. Randall & Co., at Port Jefferson, by climbing up a tree in front and taking out a pane of glass from a second-story window, through which they made their way into the upper part of the store. They then forced a door connecting with the lower part of the store, and secured about $500 worth of pocket cutlery, scissors, and a large quantity of skein and spool sewing-silk. The evidence of the movements of the burglars shows that it was the work of persons not acquainted with the premises, and that they were not "professionals," or, at least, that they were without the tools generally used by burglars. Officers are looking for them.

CORONERS' CASES.

The body of the unknown man that was found in the East River on Friday last was indentified yesterday as James Jones, a boatman employed on board the barge Hugh Davidson, of Windsor, Orange County.....The body of John Dillon, of No. 58 Gouverneur street, was found floating in the East River near Pier No. 37 yesterday.....An unknown man was found drowned in the North River at the foot of Cortlandt street. The body was very much decomposed.....Coroner Woltman was notified to hold an inquest in the case of Joseph Vibble, who was killed by falling from a window at No. 3 Vandewater street on the 16th inst.....A sailor on board the steamship Western, named Fritz Spoholtz, which arrived at this port from Bristol, England, on Thursday last, died yesterday at No. 82 Greenwich street, from compression of the brain, caused by falling from his berth during the passage.....Louisa Wagstaff and Lizzie Parker, both colored, were arrested yesterday by Capt. Williams, and sent to the House of Detention by Coroner Bickhoff, as witnesses to the stabbing of Charles Williams, in Thompson street, last week.

THE ARMORIES.

MAYOR HAVEMEYER'S LETTER REMOVING THE COMMISSIONERS—GOV. DIX DECLINES TO APPROVE—THE CORRESPONDENCE.

The following correspondence has taken place between Mayor Havemeyer and Gov. Dix:

EXECUTIVE DEPARTMENT, CITY HALL, NEW-YORK, May 29, 1874.

His Excellency John A. Dix, Governor:

SIR—I have removed from office Sheridan Shook, Francis M. Bixby, and Charles Cowen, who were appointed by virtue of chapter 429, laws of 1873, a Board of Commissioners "for the erection of armories and drill-rooms for the use of the regiments and other organizations of the First Division of the National Guard State of New-York.

That the City of New-York has been put to enormous expenses and outlays for such armories and drill-rooms, and there is no necessity for any other buildings or structures for these purposes.

That the City of New-York has been greatly burdened by the conspiracies and frauds by which many of these armories have been provided and fitted up.

That many of the leases are at exorbitant rates, which are still outstanding, and that claims are constantly made for enormous amounts for rents, &c., under these leases.

That inasmuch as the Mayor cannot approve of any other sites for further armories, no functions remains for the Commissioners to perform.

It was with a view to correct the abuses thus detailed by you and to obviate their recurrence that the Board of Commissioners was created. The annual rental of the buildings used in 1870 for armories and drill-rooms amounted to more than $282,000—the interest of more than four millions of dollars. Independently of the enormous sums paid for these buildings and rooms, many of them are entirely unfit for the purposes for which they were rented. In one instance the room hired for drilling and for the deposit of arms and equipments was in the fourth story, over a stable, while the second story was occupied as a hay-loft, and the third for storing turpentine, oil, varnish, and other combustible materials. I refused to allow the arms and equipments of the regiment to be kept in so dangerous a place. Moreover, it was found by the Superintendent of Buildings to be unsafe for military purposes on account of the insufficiency of the floor to sustain the requisite weight.

The Legislature, in view of all the circumstances and of the abuses set forth in our communication, believed it to be due to the National Guard of the City to get rid of the inconvenient and unsafe accommodations provided for it, and to the City to put an end to the extravagant rents paid for them, by procuring, when practicable, suitable buildings for the purpose. It appears, by a statement before me, that of the twenty-nine leases existing in 1872, fifteen have already expired, and four more will expire during the years 1874 and 1875, leaving only ten of longer duration. During the last session of the Legislature, when an attempt to repeal the act under which the commissioners were appointed. It failed from the belief that the expiration of these leases would afford an opportunity to establish permanent armories suited to the purpose and at a great saving of expense to the City. The law provides that the sites for armories and drill-rooms selected by the Commissioners shall be subject to the approval of the Mayor, and although you say you cannot, "under existing circumstances," approve of any sites for further armories or drill-rooms, it is quite possible that favorable opportunities may hereafter occur to make beneficial or economical changes in the existing arrangements, and in that case it is hardly to be supposed that your approval would be withheld. The Commissioners, as I am advised, are incurring no expenses now; and it seems to me that there is no just cause for their removal. Indeed, such a measure would, if the vacancies thus created could not be filled, have the effect of annulling an act which the Legislature had deliberately passed, and with the same deliberation has refused to repeal. But the ninth section of the act provides that if a vacancy shall occur from any cause the Board of Supervisors shall, within thirty days thereafter, fill it by a new appointment. This act was passed subsequently to the charter of 1873. I have carefully examined the acts passed since then, and am of opinion that it would be the duty of the Board of Aldermen, on whom the powers of the Supervisors are devolved by a late law, to fill any vacancy in the Board of Commissioners of Armories and drill-rooms within thirty days thereafter. If I am right in the construction of these acts the removal of these Commissioners would only result in their reappointment, or in the appointment of a new board. But whether it be so or not, I think you will agree with me that the power of removal is a high prerogative, and ought not to be exercised but for grave causes.

I am very respectfully yours,

JOHN A. DIX.

SUICIDE IN NEWARK, N. J.

George P. Smith, a machinist, residing at No 94 Techenor street, Newark, committed suicide at his home yesterday morning by taking poison. He had been drinking freely. Yesterday morning he asked his wife for $4. She told him that she did not have so much money. He went immediately to his room, and a short time later his daughter, on entering the room, discovered him lying dead upon the bed. A bottle containing cyanide of potassium was found by his side. A pen with which he probably intended to write a farewell message to his family lay by his side. County Physician Dodd investigated the case, and will hold a post mortem on Monday. Deceased was forty-nine years of age, and leaves a wife and four children.

PASSENGERS SAILED.

In steam-ship Celtic, for Liverpool.—Rev. W. R. C. Wright, Mrs. Wright, Jas. Fleming, Miss Minnie E. Lewis, Miss M. L. Peshine, Miss Lucy A. Homer, Chas. Nicols, Miss Maggie Gordon, Miss H. E. Bacon, E. T. Hunt, Mrs. Hunt, A. E. Hunt, Miss Annie Reed, A. Winchell, R. Vidal, Mrs. Mary Renolds, Mrs. D. McGillicudy, Henry M. Beach, H. J. Brown, J. Newton Beach, Mrs. Beach, Master J. N. Beach, Jr., Miss Nellie K. Beach, Miss A. J. Beach and servant, Modesto Sequeira, Octavius Cesor, Francisco Barlerina, Wm. Newman, Nicolas Baylin, Pablo Rivas, Antonio Marsaua, R. S. Murray, Alden S. Swan, Mrs. Swan, J. H. Storey, Eskil Lindblad, H. S. Reed, Mrs. Reed, Miss Reed, Cora Goodson, F. F. Street and friend, Lewis King, E. G. Spilsbury, Jos. Spilsbury, Jos. Whiteley, Mrs. Whiteley, E. F. Smith, E. Arnold, James Leslie, Mrs. Leslie, Miss Lily Leslie, Miss Mary Leslie, John Ward, Mrs. M. Dickerson, Miss E. Cameron, H. Howitz, Wm. E. Chandler, A. G. Myers, Rhet James, Mrs. James, G. B. Bunce, Mrs. Bunce, Samuel A. Strang, Capt. C. C. Trench, Mrs. Trench and maid, E. M. Engle, Mrs. Engle, and L. Meagher, Col. Thos. H. Hunt, H. M. Stanley, L. Baker, A. W. Hart, Oscar Hackman, Gen. D. C. McCallum, John C. Phillips, Mrs. J. B. Wood, Rev. John Egar, D. D., Mrs. Egar, Albert Crosby, Mrs. Crosby and servant, W. C. Bevan, Albert L. Wilson, R. A. Brennan, Mrs. Brennan, H. A. Menker, Mrs. Menker, Dr. C. C. Byrn, H. P. Buckley, Mrs. O. W. West, Miss A. J. Moore, K. J. Adams, John K. Roberts, Simpson Horner, Miss Stella Horner, Master James Horner, Geo. W. Roberts, Mrs. A. Redman, John McDermott, C. J. Shepherd, Albert Pulvermann, Daniel Coghlan, H. S. Beare, R. G. Collins, J. N. Weven, B. Calsadilla, Mr. Jauregui, Mrs. M. J. Miller, J. E. Rutherford.

In steam-ship Algeria, for Liverpool.—H. Harden, Chas. M. Gwinn, Mrs. W. H. Harrison and son, E. P. Beebe, Mrs. Beebe and maid, Miss Beebe, Mrs. R. C. Schenck and child, Mr. and Mrs. Alfred Booth, three children, and maid, Mrs. J. J. Daly and infant, Mrs. Jane A. Dodd, Miss Louise O. Dodd, H. C. Lane and wife, Judge Chas. Peabody, Archibald Allaire, Clement M. Brown, E. E. Buggerhof, L. Carver, Mr. and Mrs. J. W. James, Miss Carver, Mrs. Robt. McCauley, Dr. J. T. Webb and wife, Mrs. W. P. Fogg, Miss Elizabeth Bonnell, G. G. Bush, C. Gilmore, Mr. Jonas, W. J. Parks, James Hegan, J. Mereus, W. G. Mereus, Dr. F. C. C. Kohler, wife and infant, John W. Russell, Mrs. M. A. Gilchrist, Miss M. E. Hobbins, Miss Laura A. Somers, M. D. Hennessy, H. M. Caldwell, A. Gatmaford, Mr. and Mrs. George Pendle and infant, Mr. and Mrs. Thos. Hobson and two children, Mr. and Mrs. McT. Stewart, Charles Stewart, Miss A. Stewart, Mrs. Taylor, Miss Howell, James Giles, Miss Kate Giles, Walter Green, Miss Maria L. Slattery, Thomas Comoran, George G. Heckle, E. S. Whitman, Henry Whitman, Mr. and Mrs. John G. Ford and servant, Mrs. Edward Spring, Miss E. Benedict, H. J. Hollister, George G. Clay, Joseph Martin, F. Petre, J. G. Berry, Robert H. Dodd, Mr. and Mrs. Orange Judd.

In steam-ship Colon, for San Francisco, &c.—For San Francisco—E. A. Percival, Miss Quinn, Miss Millie Caniff, Chas. Brady and wife, J. T. Lampkin, Rev. W. Lampkin, Miss Kate Summer, Mrs. B. Smithson, H. E. Cole, W. W. Foss, J. D. Rittenhouse, J. Friedmann, E. Schesslinger, Mrs. J. W. Thomas, Celso Ceasar Moreno, Mrs. Farrell and child, Thos. Crowell, Geo. H. Weston, Louis Otto and wife, Miss Mary F. Sullivan, Ernest Ramel, Isaac Burrell, C. H. Bosworth, Mrs. Amidon, W. A. Tithering-ton, wife, and three children, Jas. Robb, Wm. Poole and wife, Miss J. Poole, Robt. Collamore, Mrs. McClean, Theo. Dean, Mrs. Stetefeldt and niece, Wm. A. Wamleber, Miss Heddie Strethlow, Miss Ida Strethlow, Chas. Lambier and sister, Mrs. Irene D. McNelly, Mr. Martin and wife, Mr. Ghislem, Miss C. A. Powers, Geo. H. Foster, F. L. Grant, J. W. Passmore, wife and infant, R. M. Donovan, Cleveland Pillsbury, Mrs. Moran, Mrs. O'Brien, and a large number in steerage. For Aspinwall, Central American and South Pacific ports—Pablo Guadimis, Master Hill and sister, C. Heilman, wife, sister, and two children, G. S. L. Schroeter, Mrs. Benjamin Kelly, E. Venus, Mr. Pasco, Dr. Juan J. Urtech, F. Vega, Chas. Gillett, John Carmichael, J. R. Santon, Mrs. Jiminez, Mrs. Canas and daughter, Juan Benabides, Rafael Dengo, Mr. Jiminez, Mr. Hill, Mr. Cuadrs, Thomas T. Gamble, Capt. W. P. Phillips, Mrs. Conklin.

In steam-ship Schiller, for Hamburg—Arthur Du Pasquier, Carl Weis, Edw. Schuermann, Henry Schuermann, Henry Waldstein, Lewis Waldstein, Louis Keller, Mrs. Louis Keller, Ad. Neuendorff, Frans Haffner, Hon. H. R. Claussen, Senator, Mrs. H. R. Claussen, Mrs. Louise Pieper, Miss Louise Mueller, Frank Scheffler, Francis R. Sigrist, John Nagengast, John Meisz, Mrs. Alouise Meisz and infant, Master John Meisz, Master Carl Meisz, Master Willy Meisz, Mrs. Anna Bogenhard